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American Railroad Journal.

New York, Saturday, August 31, 1872.

Montreal and its Trade.

The growing trade and rapid progress of Montreal must be gratifying to every true friend of the Dominion. As the commercial centre of Canada, its fast increasing importance is indica-tive of the advancement which is going on all over the country. The annual trade of the citytaking both imports and exports—amounts to close upon one-third of that of the whole Dominion, although it must be borne in mind that the province of Ontario supplies the greater part of its exports, and takes from it a corresponding portion of its importations.

Year Dols.	Dols.
	Exports.
1835 3,783,864 1.	,080,000
1840 5,036,676 1	
1845 2	
1850 7,174,780 1	744,722
1855 12,371,580 1	,910,844
1860	
1865	
1870 31,012,864 19	,027,159

The increase in the city's trade during the five years ending in 1870, was 98.53 per cent., a very marked and gratifying advance. During the last year, 1871, its commerce was the largest ever known, having reached the large sum of \$54,637,-853. Of this amount \$19,133,519 were exports, and \$35,504,334 imports. But for a change in the manner of making up the customs returns, it is claimed that the exports for 1871 would show at least five millions more,—Canadian Monetary

House Banking

JAY COOKE &

No. 20 Wall Street, N. Y.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the Road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of Road also entitles the Company to Ten Million Four Hundred Thousand Acres of Land, located in Central Minnesota, Eastern Dakota, and in the Columbia Valley on the Pacific Coast. The bonds are secured by a first mortgage on the Road, its Traffic and Franchise, and on the entire Land Grant received from the Government. The rate of interest is Seven and Three-Tenths, Gold, equivalent to about Eight and a Quarter per cent. in Currency. Believing the security to be ample, and the rate of interest satisfactory, we recommend these bonds as a desirable Holders of United States 5-20s and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO., Washington.

Northern Pacific Railroad.

LETTER FROM CHIEF ENGINEER ROBERTS.

RAILROAD TRAFFIC-CHARACTER OF DAKOTA LANDS-AN EXCELLENT COUNTRY-INDIAN MAT-

Chief Engineer W. Milnor Roberts, who has recently (July 15, 1872), completed a tour of inspection along the line of the Northern Pacific Railroad in Minnesota, and as far west as the valley of Heart river in Western Dakota, writes as follows of the results of his professional observa-

A heavy business is constantly passing over the completed section of the road through Min-nesota, consisting of the local carrying trade of the country traversed by the line, the business of the Hudson's Bay Company and the British settlements in the lower Red River Valley; the transportation of railroad iron, cross-ties, materials and supplies for the large amount of track now being laid by the St. Paul and Pacific Company in Western Minnesota, and similar material for the Dakota division of the Northern Pacific Road. I ta division of the Northern Pacific Road. I passed across Dakota, between the Red river and the Missouri, going and returning in a wagon, travelling only by day and camping at night, so that I had a full view of every portion of the railroad line, and of the country through which it is located. I carefully observed not only the grading and construction, but also the character of the country and the soil. The distance across is about 200 miles, and we were seldom out of sight of our engineers' and contractors' camps.

There has been no difficulty whatever in obtain-

There has been no difficulty whatever in obtaining at all points good water for men and stock, either from natural springs or from excavations of eight to ten feet in depth. This settles one important question relating to the early settlement and successful cultivation of this section. This is entirely a prairie region, intersected by a few streams, such as the Rush, Maple, Sheyenne, and James Rivers. The valleys of these contain what

timber there is. After much careful exploratory work and preliminary location, the assistant engineers have se cured an admirable line, with generally very light grades and easy curvature. Even in passing into and out of the larger valleys—the Sheyenne and James—we were not compelled to exceed (and James—we were not compened to exceed (and only for very short distances to reach) our maximum of sixty feet per mile ascending westward, and fifty per mile ascending eastward. The whole country is a gentle undulating plain, affording ample drainage interspersed with occasional lakes, some of which are brackish and the others of fresh New York, Philadelphia and water. The rain fall the present season, through all this region, has been abundant, and at times superabundant,

The mauvais terre, or bad lands, so called, of the great valley of the Missouri, are not met with on the line of this road. About thirty miles east of the Missouri our line enters the wide and beautiful valley of Apple Creek, down which it passes by a gentle grade, over excellent soil all the way to the river. The entire region from the Red river to the Missouri and beyond, at the time I passed over it, was clothed with nutritious grass, affording fine pasture, without exception, along the whole 200 miles. For a large portion of the distance the soil is very superior, equal to the best of any land. It is safe to say that at least nine-tenths of the country that I saw is good, arable land, constituting one of the most fertile and attractive prairie regions I have anywhere

Some of our exploratory lines were traced through what is called the mauvis terre. so-called 'bad lands' are not designated thus on account of their soil, but more on account of their shape, being water worn, or broken, so that they are not adapted to cultivation, while they would also increase materially the cost of railroad construction through them. The 'Coteaux' (hillocks) through this portion of Dakota are by no means formidable. They are rounded, gently sloping, and covered with good grass. Within a recent period this whole region has been a vasi pasture land for the buffalo and the antelope which no longer roam here.

Of the productive qualities of the soil, I saw sufficient evidence of the superb appearance of a garden of several acres at the second Sheyenne crossing, fifty-six miles west of Red river. The potatoes, corp, peas, beans, radishes, &c., were among the finest I have anywhere seen, and it was no fault of the soil or the climate that, ten days later, that occasional scourge of all new prairie regions, the grasshopper, had appropriated the growing crop to his private use.

The valleys of the Sheyenne and the James where our line crosses, are particularly lovely having abundant water, trees enough to relieve the eye, and a rich soil. The Missouri is a noble river where the road strikes it-wide and deep, with a swift current, and heavily wooded along its shores and islands. It is navigable for a thousand miles above, to Fort Benton, and quite a number of large steamers, heavily laden with mer chandise for Montana, had recently passed up. It is the opinion of an experienced Missouri river steamboat man, that on the completion of the Northern Pacific Road to the Missouri, the business will be done over this road, not merely to all points on the river above, but also to points several hundred miles below.

I spent a day on horseback west of the Missouri river, along Buck creek and Heart river valleys, and found good grass everywhere. The valley of Heart river, which our line follows some distance toward the Yellowstone, comes fully up to, and even exceeds, the expectations I had formed from Division Engineer Rosser's reports, maps and profiles, and his verbal explanations. It is a source of great gratification to me to know that our assistant engineers have been very cautions in their statements respecting all the country west of Minnesota—knowing as I do, the desire of the company to have all their published representations understate, rather than overstate the advantages of the region through which the road is building. Fortunately, our final and critical surveys are proving that the facts may be considerably understated, and yet make a perfectly satisfac-

tory showing.
The newspaper stories about Indians, and danger from them to the railroad across Dakota, have no solid foundation in fact. The Indian situation, so far as the Northern Pacific Railroad is concerned, is this: As far west as the Missouri river, the question is settled, and no danger need be apprehended. Our men travel all over the country between the Red and Missouri rivers, by day and by night, without escort and unarmed. The few troops at the James and Missouri rivers will suffice to prevent theiring raids by straggling natives, until the last have finally disappeared be- the use of the extension as to its effects upon the tion of railroad property and their regulation of

fore the army of white settlers. West of Fort Ellis, in Montana, all the way to the Pacific coast, the Indian question is forever disposed of. All our engineering parties, six in number, between Montana and the Pacific, are operating without escort. The only portion of the line yet in abey-ance between the Indians and the whites is between the Missouri river and the westerly bend of the Yellowstone, east of Fort Ellis; there our parties, now taking the field, have strong escorts of United States troops, well prepared to fight, if necessary. But no fighting is to be apprehended. If our escorts were weak, there might be some risk. Frontier speculators who wish to see Government money freely spent in their vicinity and to their advantage, will doubtless continue to furnish the newspapers with prophecies of imminent "Indian Wars" in the Northwest.

The construction of the Northern Pacific Railroad will entirely settle the Indian troubles on a belt at least one hundred miles wide and fifteen hundred miles long, embracing one hundred and fifty thousand square miles, a large portion of which will ere long contain an industrious population, giving profitable employment not only to the main line, but to the numerous branch feeders which will surely be opened as the country becomes settled and its many resources developed.

Mobile and Montgomery Railroad.

The receipts from operations of this road for the years ending April 30, 1871 and 1872, were as

	1871.		1872.	
From passengers	. \$222,356	00	\$257,482	84
" freight	. 376,942	06	369,219	41
" express	20,750	98	22,236	82
" mail		00	18,600	00
	\$638,649	04	\$667,539	07
Expenses, viz:				
Conducting transp	. \$197,226	31	\$216,961	42
Motive power			121,982	00
Maintenance of way	. 145,718	76	144,526	86
Maintenance of cars	. 34,863	72	33,944	53
	\$ 494,293	82	\$517,414	81
Leaving net income	.\$144,355	22	\$150,124	26

It will be seen that the receipts have increased from passengers \$35,126 84, and from express \$1,475 84; but there has been a falling off in freight of \$7,722 65-making a total increase of \$28,880 03. The President in his report says:

The gross earnings of the road, as shown by the Report of the Superintendent, herewith submitted were \$667,539 07, against \$638,649 04 for the year ending 30th April, 1871; being an increase of \$28,880 03, not as good a result as was expected when the last Annual Report was made to you, but when the short crop of cotton, made in the section of country from which the road derives its support is taken into consideration, as the re-receipts in Montgomery alone show a deficiency as compared with the last season of 40,000 bales, and at the stations on the line of road the falling off in receipts will be in about the same proportion, we have every reason to be satisfied with what has been done.

The extension to Mobile was not opened for use as soon as it was promised by the contractors, but with all the difficulties they had to encounter, and particularly that of keeping up a full force of workmen during the sickly season, the entire extension was pushed through in less time than any work of the same magnitude has ever been constructed in the Southern country. It has been most faithfully done, and reflects great credit on the contractors and on your Chief Engineer, G. Jordan, Esq., under whose superintendence the work has been constructed. Although the trains commenced running over the new work early in March, it was not considered safe to rely entirely on it and discontinue the boat service between Tensas and Mobile until late in the month, and

income of the road may be dated from the 1st of April. It is gratifying to be enabled to report that the receipts for the two months that it has been in use, show an increase of \$15,000 upon the same month of last year, and a decrease of the expenses of \$12,000, giving good reason to hope that the anticipated value of the work will be fully realized and the close of the fiscal year to end 30th April, 1873, will show an increased income and a reduced ratio of expenses.

The amount charged up to the Extension on the books of the company up to April 30th, is \$1,003,803 95 To this will have to be added the cost of property purchased in Mobile for depot purposes and on the line of the extension 167.608 00 nd to pay off the reserve on Boynton & Co.'s contract not yet completed, and to complete the grading between Mobile River Bridge and the city of Mobile, will require about.... 78,588 05

Showing that the cost of Extension, entirely completed, will be \$1,250,000 00

This of course includes the loss on the \$1,000,-000 of State endorsed bonds appropriated to this work, which were sold to nett the Company 82, and also includes the interest on money paid as the work progressed, computing it up to the time the road was opened for use. It is a large outlay, but the construction of the work was a necessity to preserve the position of the road as a part of an all rail line from New Orleans to New York, and give it a chance of successful competition with rival lines.

Taking up the previous reports made to you, beginning with the report made for the year ending 30th April, 1869, one year after the consolida-tion, and you will find that there has been expended in the reconstruction of the road between Montgomery and Tensas from 30th April, 1869, up to 30th April, 1872...... \$644,836 35 And an increase of outfit and ma-

chinery	351,400 47
Making a total of	\$966,236 82
And on Mobile Extension and pur chase of property	1,171,411 95

Making a total amount expended...\$2,167,648 77 Which has been provided for by sale of bonds 1,617,942 50

ceeds of which this debt will within the year be paid off. Upon reference to the general statement of the condition of the company, you will find that there is yet outstanding, which is a lien on the road, \$41,000 of the old first mortgage bonds of the Mobile and Montgomery Railroad Company, to provide for which, either by exchange or payment, we hold on hand an equal amount of the new first mortgage bonds, endorsed by the State. There is also, yet outstanding of the old debt of the Alabama and Florida Railroad Company, not a lien on the road, \$27.500 of Bonds issued in 1862 and sold for Confederate 300,000 of these bonds were issued to money. 300,000 of these bonds were issued to complete the road and make it available for the purposes of the Confederate Government, and although under the peculiar circumstances of their issue the company could not be made legally responsible for their payment, it was deemed advis-able to give for them the preferred stock of the company, which has been done for \$272,500, and leaving yet outstanding, as above stated, 27,500 which will be settled in the same way.

I ask your very careful consideration as stock-holders, and your influence upon your representatives in the legislature, upon the subject of taxa-

transportation—they are destined to effect most seriously the value of your property unless more liberality is manifested, and unless the laws now in force are very materially moidfied, the future of railroads in Alabama is not encouraging. Liberal aid has been extended by the use of State credit to build roads, but the fact seems to have been entirely overlooked, that with the present population of the State, these roads can only be kept up and sustained by moderate taxation and by allow ing them to charge, as is done in other States, compensating rates for the transportation of freight and passengers. There is not to-day a railroad in the State of Alabama paying a dollar of dividend to the stockholders, and indeed hardly making not income enough to pay interest on their debts, and still they are forced to pay as heavy a tax on the property as if it was a paying investment, and to transport passengers at as low rates as roads charge in other States where passenger trains are always crowded. More careful considerations must be given to this subject by our legislature, or in three years many of the roads brought into existence by State aid will be forced into bankruptcy, entailing upon their stockholders a total loss of what they have invested, and heavy losses upon the State—nothing can save them but the recognition of the fact that they are great instruments of wealth to the State, by in creasing its population and productive property, and that those who use them should be required to pay such rates of transportation as will work and keep them up until an increased population will warrant a change.

Very important connections of your road, now in progress, will be completed within the year.

The first of these will be the South and North

Alabama Railroad, which will, I have no doubt, be completed and in operation to Decatur by November, giving a line under one control and management from Montgomery to Louisville, Kentucky.

The next to be completed will be the Atlanta and Charlotte Air Line Railroad, giving the shortest through line from New Orleans and Mobile to New York that will probably be built in many years. These two lines completed and in operation must add largely to both the passenger and

freight business of this road.

The board have recently been apprised that an effort will soon be made by the Atlantic and Gulf Railroad Company of Georgia to extend their road, now in operation from Savannah to Bainbridge, through to Pollard, so as to carry out the original intention of giving to the road a Gulf connection. The distance from Bainbridge to Pollard is about one hundred and sixty-five miles, and although when completed it may turn from our road at Pollard, some business that would otherwise pass over the entire road still the board believe the benefit arising out of the construction of this road would greatly exceed any losses we might sustain from a division of a part of our business at Pollard; and they believe it to be the interest of this Com-pany to meet the friends and managers of the Atlantic and Gulf road, with the most friendly as surance, that we recognize their line as of great value to us, and that arrangements for a connection at Pollard and for interchange of business and trains will be made upon the most liberal It is to be regretted that our finances are not in a conditiou to offer material aid to this work, as it would open up to us a tier of counties in Alabama and Florida containing about 50,000 inhabitants, and producing about 25,000 bales of cotton that at present are entirely lost to us; and it would complete the Coast Line from New Or-leans to New York, that would only be about one hundred miles longer than the Atlantic Air Line, and one of the most attractive Winter routes on the Continent. Savannah, Mobile and New Orleans are deeply interested in this line—as it would not only open up to them a section of country that now has access to the sea only, via the Apalachicola and Choctawhatchee rivers, but would give you a line at least one bundred and fity miles shorter than the present line between those cities,

The financial condition of the company April 30, 1872, was as follows:

LIABILITIES.

	Preferred 8 per cent. stock	\$1,262,600 1,772,200	
	In the name of the Mobile and G. N. R. R. not exchanged	27,800	00
١	R. not exchanged	86,500	00
	Capital stock M. M. R. R In the name of the Ala, and Fla. R	\$1,148,300	00

Borded Debt of Company: First mortgage boads Ala, and Fla.

Ala, and Fla. R. R. ... 17,500 00 First mortgage bonds M.

& M. R. R 41,000 00 60,500 00

First mortgage bonds endorsed by State of Alabama 2,500,000 00 Bonds not secured by Mortgage: Bonds endorsed by direc-

Floating Debt: Due on open accounts.. \$247,783 50 Due on preferred stock. Bills payable 519,081 00

769.046 54

36,000 00

\$6,400,346 54 ASSETS. Cost of 164 miles of road, from Montgomery, Ala., to Tensas....\$4,174,553 74 Car account—For value of freight and passenger cars (345)\$284,090 00 Locomotive account— For value of locomotives (31)..... Steamboats—St. Elmo & 340.500 00 13,000 00 Sumter Depot buildings, station

and section houses, and 191,565 82 water tanks Machine shop tools and 41,886 00 machinery 9,605 00 Car factory material 11,759 31 11,811 85 Road way material.... Road tools and train equipments 16.270 45 Machine shop material.. 7,160 15

Due on open account .. \$184,651 54 ash on hand

First mortgage bonds endorsed by the State of Alabama on hand ..

Old iron on hand

285,340 27 Mobile Extension-For amount expended to date..... .. 1,003,803 95

9,000 00

66.000 00

\$6,400,346 54

936,648-58

President .- CHARLES T. POLLARD.

Vice President .- L. M. WILSON. Directors.—Wm. D. Dunn, Thos. St. John, Henry C. Semple, John W. Durr, Andrew Jay, W. H. Crenshaw, H. B. Plant.

Engineer and General Sup't,-G. JORDAN. Assistant Superintendent,-C. P. BALL. Secretary and Treasurer .- JOHN J. BEASLEY.

The freight and express business on the Poughkeepsie and Eastern Railroad has been good and is rapidly increasing. The passenger trains have commenced running to Ancram Lead Mines.

The Late Mr. George C. Satterlee.

At a special meeting of the New York Board of Fire Underwriters, held August 8, after eulogistic remarks had been made, it was voted that Messrs. Crowell, of the Phenix, Hodges, of the Hoffman, McDonald, of the Royal, Martin, of the Home, and Ely, of the Peter Cooper Insurance Companies, prepare suitable resolutions, and by the unanimous vote of the Board the resolutions were directed to be sent to the family of the late Mr. George C. Satterlee:

Resolved, That by the sudden death of Mr. George C. Satterlee, for so many years President of the Washington Insurance Company, and for a long term of years a member of the New York Board of Fire Underwriters, we are most forcibly reminded of man's frailty and the uncertainty of

Resolved. That as vice-president of the York Board of Fire Underwriters from 1858 to 1861, and for years one of the members of the executive committee, the deceased discharged his official duties with distinguished ability, and all his official acts met with general approbation.

Resolved, That we shall do well to emulate his virtues, to pattern after his unvarying uprightness his Christian charity, his pleasant deportment and great kindness, with which he ever greeted all.

Resolved, That while we deplore his death, and would offer our sincere condolence to his family, we would and should be thankful to Almighty God for having continued his useful life beyond "three score and ten years," that his family, the members of the Board and the community might enjoy the good influences of his life, so constantly manifested by precept and example,

(Attest). WM. W. HENSHAW. Sec'y N. Y. Board of Fire Underwriters.

The following resolutions in regard to the death of Mr. Satterlee were adopted by the directors of the Washington Fire Insurance Company, at a meeting held on August 21:

Whereas, By the unlooked for death of Mr. Geo. C. Satterlee, it has pleased Divine Providence to take from us our late friend and president, who has for more than twenty years presided over both organizations of the Washington Fire Insurance Company with watchful care and signal

ability; and,
Whereas, Many of us bave bad intimate social
and business relations with him during this time and a long period antecedent thereto, in which he has always been held in the highest estimation by

Resolved, That in all these years the life and character of the deceased, as exemplified in the high-toned and honorable merchant, in the faithful and just performance of all the duties pertaining to the many positions of trust and confidence conferred upon bim, in his kind and courteous demeanor in all the social relations of life, and in all the graces and attributes of the true and dignified Christian gentleman, have endeared his memory to us in no ordinary manner, and we hold and cherish it with the most affectionate regard and esteem.

Resolved, That our beartfelt sympathies are tendered to his family in their sorrowful bereave-ment and irreparable loss, and that a copy of these resolutions be sent to them by our secretary.

Resolved, That these proceedings be entered in our minutes.

(Attest) W. K. LOTHROP, Secretary.

The railway between Yokohama Shinagawa-the first railway constructed in Japan-was opened on the 12th of June. The line is worked on the block system, by which accident is rendered impossible. The Stations are plain but substantial, and the arrangements are such that any press of traffic can be easily dealt with.

Elizabethtown and Paducah Railroad.

PRESIDENT'S REPORT.

To the Stockholders of the Elizabethtown and Paducah Railroad Company:

The president and directors herewith submit their Fifth Annual Report for the fiscal year ending May 31st, 1872.

Since your last annual meeting eighty-eight miles of the western half of your road has been completed, leaving only four miles of unfinished track to open your road to Paducah. We ventured to predict, in our annual report of 1871, the completion of your road in July of the current year, and but for the annoying delay in raising a part of the superstructure of Tennessee River Bridge and the non arrival of rails in New Orleans within contract time, the hope we then hesitated to express would have been more than realized, and to-day the cars would have been running through to Paducah. The rails necessary for the completion of the road have been landed at Paducah, and the work on the Tennessee River Bridge will be completed during the month of July. In order that the travelling public may have the benefit of a through line, a transfer by means of a steam ferry will at once be established across the Tennessee River until the completion of the bridge.

By reference to the Secretary's report it will be seen that of the \$2,103,000 of mortgage bonds held on June 1st, 1871, only \$18,000 remain in

the hands of the company.

Of the \$1,009,900 of county bonds held at that time the company have paid out to contractors the sum of \$377,900, holding \$632,000. We look for a decided improvement in the value of our county bonds as the contractors have ceased flooding the market with them, and as the road grows in public favor and its value is fully realized by the

citizens along its line.

There is yet due the company \$81,742,42 from individual stockholders. The leniency extended to stockholders, in both city and counties cannot longer be indulged. The necessities of the company in stocking the road for successful operation, its entire length, and bringing it up to a point where it can be safely worked through the approaching winter, and providing the interest on the mortgage bonds accruing Sept. 1st, will require the closest management and the use of every dollar due the road. Delinquent subscribers must not therefore complain if harsh means be adonted in collecting outstanding subscriptions.

adopted in collecting outstanding subscriptions.

The company has purchased 13½ acres of ground in Paducah since your last meeting and had previously purchased 30 acres in El zabethtown for depot grounds, machine shops, &c. No steps have been taken toward building machine shops beyond having the plans and specifications prepared for a machine shop at Elizabethtown. The Attorney of the company was instructed to present these plans to the parties at Elizabethtown, who were suing the company to test the validity of the subscription of \$75,000 by said town to the capital stock of your company, and authorized to agree that if they would withdraw the suit the machine shop should be put under contract. This proposition being rejected no further steps have been taken toward building it.

The outlay necessary to place your road in a condition to be operated with safety and comfort, after passing into the hands of the superintendent, together with the ordinary expenses of running new road have been very great. These extraordinary expenses must continue until the road from Nortonville to Paducah is in as good running order as that portion of it from Elizabethtown to

Vortonville.

The local trade from Elizabethtown to Greenville, to which point the road has been in operation for twelve months, has not met our expectations. Larger revenues were confidertly anticipated from the vast coal deposits known to exist in Ohio and Muhlenberg counties, but capital and skilled labor were wanting, and the coal famine of last winter in Louisville, which offered great inducements for a speedy development of the coal,

passed away, giving to your company the transportation of only a little over half a million bushels of coal, six fifteenths of the profits went to the Louisville and Nashville road. I am gratified, however to state that many new mines are now being worked by men of means and experience, and the opening of the road to Paducah will give a new and valuable market for the coal of your road.

The completion of the Owensboro and Russellville Railroad to the junction of your road, in the month of July, will add, it is believed, largely to

the receipts.

President Weir expresses the fullest confidence in his ability to continue his road to Nashville within a reasonable length of time, which will at once open to your road the travel and traffic cen-

tering at that point.

A consolidation of the Paducah and Gulf with the Mississippi River Railroad was effected last autumn, and the work on the road being pressed ferward with much energy under the new organization known as the Paducah and Memphis road. Most of the road is now under contract and the remainder will be let in July. One third of the rails have been purchased, and we are informed by President Ex Norton that the road will be completed in twelve months from this date. We cannot over-estimate the importance of this road to your enterprise, affording as it will a most direct connection with Memphis and the whole system of southwestern railroads and an unlimited market for your coal.

The report of the Chief Engineer, George MacLeod Esq., is herewith submitted which contains much information of interest to the stockholders. The full report of the line surveyed from Louisville, via the mouth of Salt River and Grahamton to Leitchfield, and a very accurate map of the same, with a carefully estimated cost

of the extension, is also submitted.

The length of this extension will be sixty five miles, and total cost of road without equipment, \$1,500,000, and it is thought no additional equipment is required to operate this part of the road should it be made.

Your attention is called to the following abstracts from the minutes of the company of Oct.

th, 1871

Louisville, Oct. 9th, 1871.

A meeting of the board of directors held this day. Present, W. H. Dulaney, President, Jas. Trabue, J. S. Lithgow, S. B. Thomas, Dennis Long and L. M. Flournoy.

The minutes of the last meeting were read and

on motion they were approved.

On motion of Jas. Trabue the following resolutions were offered:

Resolved 1st. That the chief engineer be and he is hereby directed to make, at once, an examination of the various routes for a line of railway from the city of Louisville to some practical point on the Elizabethtown and Paducah Railroad.

2d. That the chief engineer be also directed, so soon as said examination is completed, to place a corps of engineers upon the lines inspected and report as early as practical the cost of the various routes surveyed.

3d. That a committee of this board (the president being the chairman) be appointed to communicate the purpose of this board as indicated in the two foregoing resolutions, to the railroad committees of the two boards of the General Council of the city of Louisville, which were unanimously adopted.

At this important meeting all the members of the board were present except R. A. Robinson and T. L. Barret, who subsequently fully approved its

action.

When these resolutions were adopted there was pending in the General Council of the city of Louisville, an ordinance asking the subscription of \$1,500,000 to build the L. M. & N. O. Air Line Road out of the city of Louisville, through the counties of Jefferson, Hardin, Meade, Breckinridge, Ohio and Muhlenburg, in the direction of Memphis. Your board believed that such

a subscription on the part of the city would not only embarrass your company in the completion of its read, by lessening the value of its bonds, but if built would destroy the future value of your enterprise to its present stockholders.

In consideration of these facts, and in view of what has been considered a vital necessity for two or more years and even anticipated by an amendment to your charter, in February, 1868, (the extension of your road into the city) your board by its unanimous voice directed an ordinance to be presented to the Council, which, if approved by the city and the stockholders of the company, would not only remove all apprehensions of a parallel road being built, but would raise your enterprise from a mere local and tributary road to a great thoroughfare. In the opinion of your board the necessity and advantages of extending your road into Louisville still exists, and the danger which threatens your enterprise from the construction of a road running parallel with your line some 48 miles, and only an average distance of four miles from it, is yet imminent.

from it, is yet imminent.

In this connection is is proper that the stock-holders should know that the board of directors had by resolution respected the opinion and protected the interest of all stockholders, in requiring that the whole action of the board should be submitted to a stockholders meeting for ratifica-

tion.

The amendments to your charter, approved February 16th, 1872, and March 27th, 1872, are herewith submitted for your acceptance or rejection. The amendment of March 27, 1872, regulating the tariff of your road, is considered ambiguous and may lead to much litigation and should therefore be carefully considered. The board acknowledge their obligations to the Secretary and Treasurer, A. A. Gordon, and the Assistant Secretary, Robert Howe, for a faithful and efficient discharge of their respective duties, also to Superintendent, D. Brock, whose report is herewith submitted, for the able and energetic attention given to the practical working of the road. To the Chief Engineer, George MacLeod, your company, is largely indebted for this gigantic enterprise, so full of promise, a monument to his science and skill. With untiring energy he has marked out the pathway of your road, and brought to successful completion the work you have watched with deepest interest.

W. H. DULANEY, President.

SECRETARY AND TREASURER'S REPORT.

\$5,589,318 80 45,750 03 45,750 03 632,000 00 & N. R. R. Stock \$12,207 00 Is receivable \$2,456 45 al estate \$5,183 94 op and fuel stock \$6,630 98 e by counties \$86,213 51 e by sundry persons \$2,121 78 e by stockholders \$1,742 42 \$6,463,624 97 optial stock \$3,107,050 00 st mortgage bonds \$2,982,000 00 Is payable \$177,632 20 e Drexel, Morgan & Co. for rails e contractors, (reserve account) 74,605 54		
Construction	\$4,689,043	29
Motive power and rolling stock	280,593	39
Interest and discount	595,668	66
Leitchfield survey	6,087	85
Profit and loss	17,925	41
	\$5,589,318	80
/		
L. & N. R. R. Stock \$12,207 00		
Bills receivable 2,456 45		
Real estate 5,183 94		
Shop and fuel stock 6,630 98	3	
	26,478	37
Due by counties	86,213	51
Due by sundry persons		78
Due by stockholders		42
	\$6,463,624	97
Capital stock	\$3,107,050	00
First mortgage bonds	2,982,000	00
Bills payable		17
	74,605	54
Due sundry persons	2,670	42
Due Grayson County		

\$6,463,624 91

A. A. GORDON, Sec'y and Treas.

The Poughkeepsie and Eastern Railroad will be completed to Millerton, Ct., by the first of October.

Iowa Railroads.

The following statement of the railroads of Iowa has just been made by the Census Board of the State

Statement showing the number of roads, number of miles of main track, and gross earnings for the year ending Dec. 31, 1871:

No.miles	Gross	
m. track.	Earnings	
*Chicago, Iowa & Nebraska. 81.30	\$890,498	75
*Cedar Rapids and Missouri. 273.71	1,379,540	55
*Iowa Midland 66.80	53,428	
Chicago and Northwestern 423.81	2,323,467	89
†Chicago, Rock Island and	-,,	
Pacific	1,975,792	98
+Chicago and Southwestern, 128.87	183,450	00
+Des Moines and Indianola 22.62	2,330	63
Chicago, Rock Island and	-1	
Pacific	2.161.573	61
Dubuque and Sioux City 142.85	945,247	37
Iowa Falls and Sioux City 183.64	282,277	90
Iowa Falls and Minnesota 75.56	121,146	08
Illinois Central 402.04	1,348,701	35
Creston Branch Burlington		
and Missouri 42.67	1,087	73
Burlington and Missouri Riv.349.59	2,545,390	
Burlington and Missouri 23.29		
Dubuque Southwestern 54.76	161,547	86
Des Moines Valley 248.49	771,962	42
Kansas City, St. Joseph and		
Council Bluffs 52.05	225,065	42
Burlington, Cedar Rapids and		
Minnesota	499,472	33
Burlington and Southern 59.65	10,878	48
Sioux City and Pacific 79.86	152,824	09
Central Railroad of Iowa 189.14	418,790	12
Keokuk and St. Paul 42.46	152,487	58
Davenport and St. Paul 43.00	61,117	13
Sabula, Ackley and Dacota 51.75	12,215	59
Milwaukee and St. Paul 247.00	808,295	56
Chicago, Dubuque and Min-		
nesota 56.76	9,704	70

*Operated by the Chicago and Northwestern railway, and the total appears in the statement of

that company. †Operated by the Chicago, Rock Island and Pacific railroad, and the total appears in the statement of that company.

The Sodus Point and Southern Railroad, extending from Sodus Point, on Lake Ontario, to Newark, N. Y., a distance of 35 miles, is now open for business. The officers of the company, just elected, are: S. K. Williams, President; R. F. Norris, Vice President; F. A. Bassler, Treasurer; C. A. Pusey, Financial Agent, and C. E. Pomeroy, B. F. Rogers, E. Granger, E. Mather, C. Dawson, W. A. Connett, L. R. Rose, W. S. Turner, C. M. Atkins, and E. Blackman, Directors.

Six railroads are now running into Keokuk, Iowa, viz: Toledo, Wabash and Western; Toledo, Peoria and Warsaw; Mississippi Valley and Western; Chicago, Burlington and Quincy; Missouri, Iowa and Nebraska; and Des Moines Valley, while one or two others are under process of construction, which taken in connection with the Mississippi river, affords rare import and export facilities.

Two new locomotives have been ordered for the Marietta and Pittsburg Railroad. The cars will be running to Cambridge from Marietta by the middle of September. The whole work is progressing satisfactorily.

The people of White Oak township, Highland Co., Ohio, have voted, 109 to 28, to appropriate \$23,800 toward building the Columbus and Marysville Railroad,

Narrow Gauge Suspension Railway.

A narrow gauge suspension railway, eighteen inches wide and one mile in length, has been laid at the Aldershott Camp, England, as an experiment. This railway is specially calculated to meet military requirements and consists of a continuous structure formed of wood or iron. A single row of pillars stand at intervals along the line the lower ends resting upon wooden sleepers, and being steadied by diagonal struts. The lengths of the pillars vary from three to thirty feet, ac cording to the contour of the ground. The superstructure consists of two longitudinal beams of wood or iron placed side by side, with a distance of eighteen inches between them, and bolted to, strutted from and supported by the pillars. These longitudinal beams form continuous sleepers and carry four rails, two on their upper surfaces and two on their outer sides. The surface rails are of iron, and carry the train. The side rails are of wood or iron, are nailed along the beams, near the lower edges, and act as guides for the horizontal wheels of the wagons. Where sidings occur, the switches are formed by making a twenty-feet length of the railway to pivot on one end, while the other end, resting on a pair of rollers, travels from the main line to the siding. The carriages are suspended below the axles, and are furnished with horizontal wheels running against the guide rails. The locomotive is specially designed for traveling on this peculiar track. eral miles of this road are to be laid down about the camps at Aldershott, and the soldiers at leisure times are to be exercised in taking the structures down and putting them up again for military transport service. Aldershott, it may be mentioned, is a large, permanent camp, with barracks, situated about thirty-five miles southwest of

The Ellicott City News says : "It is credibly reported that parties are already at work upon a preliminary survey of the new railroad from Baltimore to this city. The Canton Coal Company are the principal corporators of the work, and it is understood that they are prepared to push it through at once. Various conjectures as to the exact route are afloat, one report having it that the new road will be extended through this county to the Potomac river."

Work has been suspended on that portion of the Pembina branch of the St. Paul and Pacific road between Alexandria and Glyndon, the point of junction with the Northern Pacific on the Red River. The grading and track laying as far as Alexandria will be completed as fast as possi-

Application will be made to the next Vermont Legislature for a continuous line of railway through the centre of the State, from Newport on the north, through Montepelier, Chelsea, Woodstock and Cavendish, to Brattleboro' on the south.

The Silver mining Company of Silver Islet, Lake Superior, have declared a dividend of \$2 per share, payable September 3.

There is a probability of a branch of the Dubuque and Minnesota Railroad being built up the Black River Valley, in Wisconsin.

Engineers of the Milwaukee and Northern Railway are now surveying a line from Menasha to Appleton.

Track-laying on the Turkey Valley Branch of the Chicago, Dubuque and Minnesota Railroad has been resumed and is progressing rapidly.

\$5,000,000.

INVESTMENT

LOW PRICE

HICAGO

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years'

7 PER CENT. GOLD BONDS

AND ACCRUED INTEREST.

Interest Payable April and October at Union Trust Company.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men. viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically straight and level; much shorter, and can be run more quickly and with greater safety than any other road connecting Buffalo and Chicago.

Twenty-five miles are finished and running; seventy-five miles more are so far advanced as to be finished by January 1st, and the entire road will be completed during the ensuing year. Steel rails and ties for one-half the entire road have already been purchased.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable.

practicable.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years. for years past

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Winslow, Lanier & BANKERS,

NO. 27 PINE STREET.

Leonard, Sheldon & Foster BANKERS.

NO. 10 WALL STREET

CLEWBRINE SAS	RAILI	ROAL	D EA	RNIN	IGS-	MON	THL	Υ.				
Central Pacific (in gold): January. 1807	February. 51,831	March. 60,029	April. 81,156	May. 95,828	June. 121,702	July. 174,812	181,297	September. 200,550	212,109	November. 128,166	December 75,871	Total.
1868	86,937 218,982	81,396 391,308	96,481 485,048	106,835 568,270	164,729 556 080	259,590 532,657	251,832 511,854	262,770 609,788	296,422 579,642	286,562 535,36 0	842,743 467,659	2,300,767 5,670,882
1870	394,176 485,490	488,332 614,44¥	633,758 720,929	768,720 892,341	729,274	783,100 869,297	807,816 1,006,373	787,184 995,922	828,447 981,006	777,513 897,234	583,692 672,358	7,995,116 9,467,072
1872	545,487	863,050	951,200	1,221,625 322,278	1,222,140	1,175,295	409,251	401 002	257 050	007.010	*******	*******
1866	275,283 222,241 157,832	299,063 290,111 235,961	258,480 269,249 282,165	329,851 335,510	355,270 871,544 842,358	835,985 321,597 354,244	387,269 415,982	401,283 322,638 408,999	357,956 360,223	307,919 323,030	236,824 271,247	3,840,092 3,695,158
1868 276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	426,752 503,746	359,102 409,569	330,169 361 701	3,892,861 4,508,643
1869	315,099 316,037	388,727 342,897	328,390 348,039	345,833 408,686	402,854	351,045 418,709	493,232 506,681	506 623 497,519	468,212 475,608	397,515 441,197	340,851 404,264	4,681,563 4,849,405
1871	342,369 329,170	384,999 378,021	388,964 881,644	461,290 440,457	466,097 435,192	533,655 482,987	534,163	507,617	473,227	455,607	377,687	5,278,910
Chicago and Northwestern:	017 000	000.055	401 000	400 000	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	317,839 482,164	390,355 499,296	421,363 468,358	466,830 585,623	565,145 747,942	480,710 702,691	519,306 767,508	669,605 946,707	729,759 932,683	716,378 754,671	563,400 547,842	6,114,566 7,976,490
1866	399,917 574,664	523,845 765,398	537,519 774,280	858,948 895,712	925,983 893,658	808,524 888,214	797,475 1,063,237	1,000,086 1,448,942	1,200,216 $1,541,057$	1,010,892 $1,211,530$	712,359 879,900	9,299,430 11,632.739
1868	807,478 830,287	850,192 1,142,166	1,094,597	1,211,150 1,268,444	1,180,933 1,251,951	1,076,674	1,251,940 1,037,974	1,507,479 1 305,673	1,570,067 1,371,780	1,107,084 1,140,145	1,001,987 845,708	13,38 ¹ ,471 13,355,467
1870	753,782 602,482	858,359 774,934	929,077 787,641	1,177,897 1,094,101	1,139,284 952,899	1,034;393 851,846	1,227,513 1,099,337	1,259,282 $1,281,574$	1,306,338 1,047,318	1,037,964 1,006,235	773,491 852,422	12,203,403 11,008,277
Cleveland, Col., Cin. and Indianapolis:	714,122	846,394	900,376	1,074,779	*******	*******	******	*******	*******	*****	******	*******
1868	236,160 180,840	242,509 239,522	236,435 247,661	193,959 241,456	203,696 259,408	218,347 253,367	271,425 341,783	287,451 320,025	293,296 293,615	262,798 $271,555$	230,061 242,621	2,918,342 3,095,965
1870	226,897 273,751	244,182 315,149	246,046 295,460	260,169 281,491	274,021 288,775	249,355 314,850	319,012 360,759	317,887 374,671	339,239 338,723	319,573 340,625	284,156 317,773	3,273,719 3,765,343
1872	318,626	354,766	366,960	378,493	******	219,069	*******	******	•••••	******	*******	*******
1864	416,588 528,972	459,762 616,665	423,797 516,608	406,373 460,573	510,100 617,682	423,578 578,403	640,179 747,469	799,236 739,736	661,391 641,589	657,141 643,887	603,402 518,088	6,329,447 7,181,208
1866	505,266 524,871	505,465 417,071	411,605 440,271	569,250 477,027	567,679 516,493	480,626 525,242	578,253 709,327	571,348 738,530	661,971 823,901	588,219 727,810	504,066 613,329	6,546,741 7,160,992
1868 587,443 1869 659,138	536,165 524,693	444,443 709,645	518,800 568,282	572,551 640,975	626,249 778,261	549,714 696,228	794,325 841,363	889,967 979,401	931,530 914,406	685,401 814,413	681,041 696,677	7,817,629 8,823,482
1870 623,383 1871 624.744	661,789 529,617	601,326 563,598	555,087 620,228	684,539 713,162	712,647 718,722	627,216 707,992	899,052 836,041	901,235 890,287	903,225 753,184	811,708 755,436	697,751 688,131	8,678,958 8,401,142
1872	527,068	572,175	547,988	636,373	641,410	616,680	******	•••••	******	******	******	*******
1866	85,447 78,976	84.351 92,910	81,181 92,768	96,388 90,526	103,373 96,535	98,043 106,594	106,921 114,716	104,866 121,217	113,504 142,823	112,962 132,387	123,802 123,383	1,201,239 1,278,713
1868	81,599 91,666	98,482 103,558	108,461 109,526	95,416 111,033	95,924 118,648	108,413 114,496	126,556 129 388	121,519 140,473	125,065 132,869	119,169 131,019	121,408 109,629	1,294,095 1,390,822
1870	98,275 126,224	101,379 140,740	106,246 118,173	110,213 119,650	111,117 115,115	111,127 118,572	118,407 137,341	132,998 166,191	153,531 175,438	144,023 172,567	141,376 169,820	1,418,869
1872	142,408	150,784	145,858	158,717	154,587	149,550	*******	*******	******	*******	*******	1,690,714
1865	279,137 265,796	344,228 337,158	337,241 343,737	401,456 365.196	365,663 335,083	329,105 324,986	413,501 359,646	476,661 429,161	490,694 493,640	447,670 414,604	328,870 308,669	4,520,550
1867	283,661 304,315	375,210 326,880	362,783 415,758	333,952 369,236	284,977 325,501	313,021 321,013	398,993 392,942	464,778 456,973	506,296 511,820	412,934	330,373	4,260,115 4,371.0:3
1869	320,636 329,128	386,527 384,431	411,814 412,030	403,646 405,283	366,623 · 363,187	329,950 326,891	353,569 378,880	473,546 487,990	490,772	410,826 448,419	399,671 374,542	4,509,251 4,744,164
1871418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	511,447 582,802	453,873 533,50 6	387,827	4,755,958
1872	240.755	261,143	316,266	401,900	Dan SEA	365,412	950 505	WE1 MOD	1 101 891	********	400 000	* *******
1866	321,203 330,400	333,508 420,951	436,412 460,288	565,718	369,356 458,191	423,398	350,565 522,682	751,738 1,024,045	1,101,771 1,037,464	775,616 556,917	438,323 468 880	5,683,608 6,517,646
1870396,171	382,823	377,571	443,133	630,844 730,700	678,923 755,737	586,531 636,434	525,547 661,020	724,732 808,318	1,040,102 908,313	801.195 791,014	496,566 529,758	7,250 069 7,420,421
1871	327,431 387,525	400,149 426,192	483,884 474,188	662,368 580,432	658,017 594,901	481,113 488,348	506,557	815,346	841,150	644,625	473,295	6,690,695
Ohio and Mississippi:	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	846,243	275,950	3,311,077
1866	239,139 246,109	313,914 326,236	271,527 277,424	290,916 283,130	304,463 253,925	349,285 247,262	344,700 305,454	350,348 278,701	372,618 310,762	412,553 302,426	284.319 281,613	3.793,005 3.280 583
1867	219,065 231,351	279,647 265,905	284,729 252,149	282,939 204,620	240,135 217,082	234,633 194,455	322,521 287,557	865,371 307,122	379,367 283,329	336,066 274,637	272,053 233,861	3,459,319 2,964,041
1809	216,080 218,234	221,459 253,065	214,409 270,934	218,639 246,266	223,236 249,987	192,364 211,219		292,803 318,957	328,044 355,187	298.027 316,054	254,896 250,471	2,915,543 3,188,137
Pacific of Missouri:	258,554	384,599		222,263	189,241	211,352		325,379	330,991	*******	*******	*******
1809	207,302 250,617	294,302 294,874	278,247 289,550	264,273 283,221	249,349 263,328	184,411 260,449	343,195	350,613 353,677	329,243 341,373	298,708 321,659	271,207 236,108	3,184,282 3,438,930
1871	219,504 238,823	319,765 303,594	285,416 305,755	284,732 265,000	275,351 304,512	287,540 265,406		364,128	369,887	385,103	299,552	3,630,696
Philadelphia and Reading:	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,519
1865 653,053 1866 738,061	608,305 725,967	116,215 779,198	923,283 861,604	416,341 1,109,267	566,979 1,140,301	957,194 996,841		1,351 579 860,742	1,419,232 887,793	1,196,955 874,974	702,685 436,990	10.033 026 10,637,124
1867	534,561 518,174	703,618 651,019	836,603 817,750	965,358 761,220	903,974 744,188	864,637 314,472	693,104 631,143	873,153 1,006,631	956,658 1,159,726	837,351 1,113,398	586,779 589,924	9,256,284 8,735,08 2
1869	525,490 574,706	755,433 679,332	904,834 514,493	499,463 593,966	630,680 617,058	1,232,903 569,697	1,129,489	1,294,621 1,241,903	1,235,366 1,199,094	1,476,405 1,143,309	828,447 899,258	11,316,904 9,642,177
1871	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303			1,413,643	1,423,278	******	******
1867	155,893 149,342	192,138 174,153	170,485 188,162	168,699 171,736	162,532 156,066	166,015 172,933	220,788	198,884 219,160	244,834 230,340	212,227 205,095	177,364 180,971	2,250,142 2,218,402
1868	133,392 127,817	149,164 175,950		130,545 157,398	140,408 154,133	143,987 144,164	186,889	196,910 202,238	210,473 205,750	174,500 189,351	168,696 160,085	1,935,753 2,008,265
1870	158,788 124,810	172,216 154,697		155,081 134,390	150,719 139,761	129,567 153,571		158,627 188,442	163,285 186,489	152,909 152,515	137,794 102,995	1,871,031 1,786,547
8t. Louis and Iron Mountain: 92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	122,373 156,292	144,533 181,055		117,664 187,625	114,786 180,786	118,016 181,240	131,484	141,165	175,792	154,427	169,607	1,545,768
Toledo, Wabash and Western: 287,674	200,793	270,630		329,078	304,810	309,591	364,724	382,996	406,766		333,480	
1869		257,800 242,705	286,825	260,529	293,344	283,883 310,800	484,209	450,203	429,808 422,869			4,013,208 4,242,348
1870	293,645 328,791	295,279 393,455	318,699		348,633	322,756 553,994	466,431	508,043	451,294	425,687	515,618 516,985	4,454,464 5,736,666
1872	431,949	460,646		510,792		434,465		******	******	551,050	010,000	******
1870	600 139	589,288	706,608	797,948 802,686	706,602	28,560 643,058		758,467 728 521	999,665 710,698	837,388 570 168	716,829 \$05,053	8,709,183 7.654,094
1871	373,925 534,116	499,899	884,540	724,468	728,174	673,699	681,865	800,402	777,362	708,142	542,908	7,574,949
######################################	imalyrij	annian!	Ann 400	000/44%	000/400	*****		******	******	******	******	

Bridge over the Mississippi River.

An Act to authorize the construction of a bridge across the Mississippi river at or near the city of Red Wing, in the State of Minnesota, and to establish it as a postroad.

Be it enacted by the Senate and House of Repre sentatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company or corporation, being first thereto authorized by the legislatures of Minnesota and Wisconsin respectively, to build a bridge across the Mississippi river, at or near the city of Red Wing, in the state of Minnesota, and to lay on or over said bridge railway tracks for the more perfect connection of any railroads that are, or shall be, constructed to the said river at or oppoiste said point, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of said river, the cause may be tried before any district court of the United States of any State in which any portion of said obstructions or bridge touches.

Section 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans: Provided, That if the said bridge shall be made with un-broken and continuous spans, it shall not be of extreme high water mark, as understood at the point of location, to the bottom chord of the bridge; nor shall the spans of said bridge be less than two bundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river and the main span shall be over the main channel of the river, and not less than three hundred feet in length: And provided also, That if any bridge built under this act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge with a draw over the main channel of the river at an accessi-ble and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet; and said spans shall not be less than thirty feet above low-water mark, and not less than ten above extreme high-water mark, measuring to the bottom chord of the bridge; and the piers of said bridge shall be parallel with the current of the river: And provided also, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats; and in no case shall unne cessary delay occur in opening the said draw during or after the passage of trains.

Section 3. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized as a post-route, upon which, also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge, and the United States shall have the right of way for

postal-telegraph rurposes across said bridge. Section 4. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto. under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties

nearing the allegations and proofs of the parties in case they shall not agree.

Section 5. That the plans and specifications, with the necessary drawings of said bridge, shall be submitted to the Secretary of War for his approval, and until he approve the plan and location of said bridge it shall not be built or com-

menced; and should any change be made in the plan of said bridge during the progress of the work thereon, such changes shall be subject to the approval of the Secretary of War; and all changes in the construction of said bridge that may be directed by Congress shall be made at the cost and expense of the owners thereof.

Section 6. That the right to alter or amend this

et, so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges, is hereby expressly reserved.

Approved June 10, 1872.

Iron versus Steel.

The following extract from an article in the Journal of the Franklin Institute for July seems to show iron to be in some respects superior to steel, but for rails we believe steel still reigns supreme.

"So loud, of late, have been the praises of steel over iron, and so general the confidence in it, that only the minor shafts of the great (St. Louis) bridge were designed to be of iron; the remainder, embracing the more important parts were to be of steel. In order to be assured of the excellence of every portion of the structure the engineer in charge, not content with the results obtained from the straining of small sections, determined to subject every shaft supplied to a similar strain; and for this purpose constructed an enormous hydraulic testing machine. Thirty-two shafts, each nearly forty feet long, and weighing nearly two tons, were farnished by Messrs, Macpherson, Willard, and Co., the well-known iron forgers. These were subjected to a strain of about 300 tons without stretching—a strain so nearly approaching the resistance of sound iron that a slight flaw in any of them would have caused rupture; a fact which speaks well for the excellence of the work. With the steel shafts, from which so much was expected, the result was very different. Many of them snapped under strains in some cases even less than those which the iron ones stood perfectly, and so great became the distrust of them, that the forge was ordered to proceed with more iron ones to take the place of steel, and have now furnished nearly a hundred without a single failure. These results also emphasise, if they do not inaugurate, a tendency in the engineering world to return from steel to iron when employed in large masses We have long known all about steel in small sections, but till recently no large masses of steel could be produced, and this series of tests by Captain Eads is the first instance on record of attempts to ascertain whether the known laws of strength of small sections hold good in large masses of either wrought-iron or steel. A practical comparison of the two metals was made two years ago on the C. & A. R. boat "Red Jacket," with its two screws—the shafts being of equal size, one steel, one iron. The steel one twisted off in a week, while the two iron ones (one now replacing steel) both made here, have been running ever since. What the difficulty is with steel in the large mass is not clear, but the long list of failures of steel guns confirm the facts. Krupp, the great Prussian steel maker, has already abandoned the solid forged steel gun. The matter is exciting considerable interest in the engineering fraternity and journals, and in practice, for large masses, there is a probable re-turn for the present, to the old-fashioned wrought iron in vogue ever since the days of Tubal Cain."

The following gentlemen were chosen directors of the Maryland and Delaware Canal on the 23d inst: Horace B. Tebbetts, C. B. Smith, Gerhard Jansen and Gen. Stabel, of New York, and Levin Woolford, Robert Lehr and John W. Garrett, of Maryland. The directors afterwards organized by the election of Mr. Tebbetts as German American Bank, New York, as treasurer. by September 1,

THE INDIANA

ILLINOIS CENTRAL

RAILWAY COMPANY'S

First Mortgage 7 Per Cent.

GOLD BONDS.

FREE OF GOVERNMENT TAX.

An East and West Air Line of 152 Miles, Indianapolis, Ind., to Decatur, Ill.

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

BLOCK COAL FIELD

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

hole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done and materials (except iron) already procured; Bridge over Wabash ready for supertructure.

Eastern Division, 67 miles, partly graded and to

Eastern Division, 67 miles, partly graded and to be thished in 1873.
\$1,300,000 in cash already expended on the road, and \$1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.

Besides its right of way, the Company owns 32,000 acres of land, chiefly in Indiana, of which 2,000 acres are the best BLOCK COAL LANDS. It has also SUBSCRIPTIONS IN BONDS AND CASH from counties, towns, and individuals of

CASH from counties, towns, and individuals of

\$700,000.

The road connects at both termini with the most important THROUGH RAILWAY LINES of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, \$1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

SINKING FUND of 2i per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

Walker, Andrews & CO., 14 Wall-st.

The iron on the St. Paul and Sloux City Railroad is now laid to a point within twenty-one miles of LeMars, where they make a junction with the Illinois Central, using a joint track to Dubuque. The track is being laid at the rate of president and Mr. Emil Sauer, president of the a mile a day, and it is expected to reach Dubuque

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

larked thus (*) are leased roads.	etanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	out- standing.		Last Dividend Payable.
lbany and Susq* 100 llegheny Valley 50	2,256 350	- & -		Little Miami.* 50 Little Schuylkill* 50	2,646,100	J. & J.	July '72 34	Warren (N. J.) 100 Warwick Valley 100	225,000	A. & O.	Dec.'71 34 Apl. '72 24
tlanta and West Point.100 tlantic and Gulf100 pref.100	3,691,200	- & -	July '71 4 July '71 34	Long Island	1.623.483	J. & J.	Sept.'71 3 July '69 3	West Jersey	1,209,000 180,000 500,000	J. & J.	Feb. '724 July'72 3
tlantic and St. Law*100 " new 1870.100	2,494,900	M. & S.	Sept.'72 2	Louisville & Nashville100 Louisv., N. Alb. & Chi100	8,680,912	F. & A. J. & D.	July '72 44 Aug. 72 4 Dec. '70 3	Worcester and Nashua. 75			July 172 34 July 172 \$5
von, Geneseo & Mt. M.*100 altimore and Ohio, 100	194,250 13,151,962	A. & O. M. & N	Apl. '72 14 May 72 5	Lowell and Lawrence 100 Lykens Valley 20	600,000	F.M.AN	Apl. '71 3 May '72 24	HORSE-POWER R. R. Albany City	110,330	-&-	24
Washington Br 100 Parkersburg Br. pref. 50	1,650,000	A. & O. — & —	Apl. '72 5	Macon and Western100 Maine Central100	2,500,000 3,400,500	J. & D.	Dec. '71 5	Bleeckerst.& F Fy.(NY)100	800,000 900,000		Aug, 172 1
ossburg & Corning.* 50 osston and Albany 100	250,000	J. & D.	June 72 2	Marietta & Cincinnati 50 " " 1st pref. 50	1,372,891	-&-	May '72 5	Broadway (Brooklyn)100	200,000	A. & O. J.A. J.O.	July '728
os., Clin. & Fitchb.pref.100 Agricultural Br. guar 100	633,200	- & -	July '713	Massawippi*100 Memphis & Charleston* 25	4,460,368	M. & S.	Sep. '66 3s Sep. '66 3s Aug. '72 3	Broadw. & 7th Av. (NY)100 Brooklyn City	1,500,000	J. & D. F.M.A.N J. & J.	Nov. 713
ost., Cone. & Mont. * prefice	800,000	M. & N. J. & J.	May '72 3	Michigan Central 100	14,665,848	J. & J.	July '725	Brooklyn City & Newt_100 Brooklyn and Jamaica_100 Bushwick (Brooklyn)100	302,000	J. & J.	
oston and Maine100	5,000,000 8,950,000	M&N.	May '725 May '725	Mill Creek & Minehit!*, 50 Milwaukee and St. Paul.100 "" prof. 100 M. Hill & Schuyl. Hav.* 50 Morris and Rasex* 50 Nashus and Lowell 100 Naugatuck 100	323,375 11,822,878	J. & J. J. & J.	July '72 5 Dec. '70 7s	Con. Park, N. & E. Riv.100	727,800 1,068,400	A. & O. A. & O.	Apl. '72 4 Oct. '67 2
uffalo, N. Y. and Erie*. 100 uriington and Mo. Riv_100 pref. 100	1,380,000	J. & J.	June'72 35 July '72 4	M. Hill & Schuyl, Hav.* 50	3,856,459	F. & A. J. & J.	Aug. '72 34 July '72 34	Citizens' (Phil.)	200,000	J. & J. M. & N.	July '72 7 Nov. '71 7
amden and Amboy*100 amden and Atlantic 50	5,847,800	J.A. J.O.	July '72 24	Nashua and Lowell 100	800,000 1.864.400	M. & N.	May '72 5	D. Dock, E. B'dw. & Bat-100	1,200,000	- & - F.M.A.N J.A. J.O.	Aug.'72 2
no Cod of	752,700 915,577	- & - J. & J.	Jan.'72 \$24	Nesquehoning Valley* 50 Newark and N. York* 160 N. Bedford & Taunton 100	1,000,000	M. & S.	Sept. 72 5	Elizabeth and Newark -100	200,000	- & - M. & N.	3
ape May and Miliville* 50 atasaugua & Fogelsv 50										J. & J. J. & J. J. & J.	July '724 July '723
pref 50	2,200,000	M. & N.	May '72 3	N. Castle & Beaver Val.* 16 N. Haven & Northamp10t New Jersey*	7,295,200	J.A. J.O. J.A. J.O.	Sept '72 3 July '72 2	Grand St. and Newton 100	500,000 170,000	J. & J.	July '71 2
ayuga and Susq.* 50 odar Rapids & Mo. R.*100 pref. 100	6,850,400	M. & N.	May '72 14	New Loudon Northern*100 N.Y. Cen. & Hudson R. 100	45,000,000	J. & J A. & O	Jan. 172 4 Apl. 172 4	Green & Coates St. (Ph.) 50 Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 4 July '72 1
entral of Georgia100 entral of New Jersey-100	4,666,800	J. & D	June '72 5		8,500,000	J. & J.	Apl. 72 4 July 72 4	Lynn and Boston 100 Malden and Melrose 100		- & -	Oct. '71 6
entral Ohio* 56	400,000	J. & D.	June 723	IN. Y. Provid. & Foston 100	1 2.000.000	J. & J.	July '72 5 July '72 21	Metropolitan (Boston)	1,250,000	J. & J.	July '72 5 Apl. '72 3
hemung* 100	380,000	J.A.J&U	July '72 14	Nisg. Bridge & Canand*100 North Carolina*100	4,000,000	J. & J irregular.	July '72 3 July '72 3	Ninth Avenue (N. Y.)100 Orange and Newark100	197,820	- &-	
hicago and Alton 100	2.425.400	M. & B.	Sept. 72 6	N. Eastern (N.C.) pref106 North Pennsylvania 56	111,000	M. & N.	May 67 4 Jan. '72 5s May '72 3	Philadelphia City 56 Philadelphia and Darby 20	750,000	J. & J. J & J.	July '71 3 July '71 2
hicago, Burl. & Quincy. 100 hicago, Iowa & Nebras * 100	3,916,300	J. & J.	LInly '72 4	Northern Central 50 Northern N. Hampsh 100	1 3.068.406	J. & D.	June' 724	Phila, and Grey's Ferry 50 Pbg, Alleg.& Manchester 50	200,000	M. & N.	July '72 2 Nov. '69 8
hicago & N. Western 100	0 20,415,013	J. & D.	June 71 4 June 72 34	Northern New Jersey*100 Norwich & Worcester*.100	2,364,400	J. & J. J. & J.	Jan. '72 4 July '72 5 July '72 8 <u>‡</u>	Second Avenue (N.Y.)100 Second & Third St.(Ph.) 50	962,100	J.A. J.O. J. & J.	July 72 2 July '72 5 July '71 2
				Ogdensb. & L. Champl.*100	1 2.000.00K	A A-O	Apl. '72 4	17th & 19th streets (Ph.) 56 Sixth Avenue (N. Y.)106 Third Avenue (N. Y.)106	750,000	J. & J. M. & N. F.M.A.N	May'71 5
Jin, Ham, & Dayton 6 Jin., Saud. and Clev.* 6 pref 6					4,024,474	J. & D.	Inno 176 24	113th & 15th street (Ph.) - 50	1.000.000	J. & J.	July'72 1 May '72 3
lleveland & Mahoning". b	0 7,494,588	R.M.AN	Aug 172 34	Old Colony & Newport. 10	4,959,020	J. & J. F. & A.	July '72 31 Feb. '72 4	Somerville (Boston) 100 South Boston 50 Union (Boston) 100	400,000	J.A. J.O.	July '72 2 July '72 7
Col., Chic. & Ind. Cen. 10	1.786.80	MISD	July '72 24	Pacific of Missouri 100	7,000,100	IA IO	July '72 24	Union (Phita.) 50		J. & J.	Jan. '72 5 July '72 8
Colum. & Hocking Val. 10 loncord	0 1,600,000	M. & N.	Ang. '72 5 May '72 5	Paterson and Hudson*-100 Paterson and Newarh*-100 Paterson and Ramapo*-100 Paterson and Ramapo*-100	630,000	J & J.	July '72 4	CANALS.			T 180.0
Jonn, & Pussin P hiv.	1.700,000		July '72 3 Aug. '72 3 July '72 5			TAT	July '72 2 Jan. '71 3	Chesapeake & Delaware & Chesapeake and Ohio 2	8.229.594	_ N -	
Dooperstown and Busy-10	1.325.00	- & -	4-1 170 4	Peoria & Bureau Val.*_10	1,200,00	1 F. & A.	Feb. '72 4	Delaware Division 50 Delaware and Hudson 100 Delaware and Raritan* . 100	15.000,000	F. & A	Aug. 72 5
Janbury and Activitie .	0 1 230 04	M.J.S.D. 1 J. & J.	Dec 1714	Philadelphia and Erie*. 5 " " pref. 5 Phil., Ger. & Norristwn* 5	1 000 00	J. & J.	Jan. '72 4	Erie of Pennsylvania b	64,000	- & -	
Del., Lackaw. & Westn. Detroit & Milwaukee *_	18,808,80	J.A.J.O	July '72 2	Philadelphia & Reading 6 Phila, and Trenton*	30,401,60 0 1,259,10	J. & J. J.A. J.O.	July '72 5 July 72 2	Monongahela Navigat 50 Morris (consolidated)10	1,003,500 1,025,000	J. & J. F. & A.	July '71 5 Aug. '72 2
Dubuque & Sioux City*1	5,000,00	J. & J.	Jan. '72 2 Jan. '72 2	Phila., Wil. & Balt 5 Pittsb., Ft. W. & Chi.*10	0 9,562,65 0 19,714,28	J. & J. J.A. J.O.	July '72 4 July '72 1	Pennsylvania 5	4,337,950	F. & A.	Aug '72 6
East Pennsylvania*	392,95 00 4.062,60	0 J. & J.	Jan. '72 4 Jan. '72 3	Pittsfield & N. Adams. 10 Portland and Kennebec. 10	0 460,00	J.A. J.O. J. & J.	July '72 13 July '72 3	" (pref.) 5	2,898,977	F. & A.	Feb'7250
Tof & Canand	492,50 600,00	0 J. & J.	July '71 4	Yarmouth certificates 10	0 202,40	Δ. & O.	Apl. 723	Union 6		-&- -&-	*********
cimira de Williamspore	50 500,00 50 500,00	0 M. & N 0 J. & J.	May '72 2	Yarmoutn ceruncates_10 Portl., Saco & Portsm10 Providence & Worces_10 Raleigh and Gaston10 Rensselser & Saratoga *10	0 2,000,00 0 1,500,00	J. & J.	July '72 5 July '72 6 July '71 6 July '72 3	W. Branch and Susq 5 MISCELLANEOUS.	1,100,000	J. & J.	Jan. '65 -
Erie Railway prefl	8,536,91	F. & A.	Feb. '66 4 July '723	Rensselaer & Saratoga *10 Roch. & Genesse Val.*.11	0 6,000,00 0 557,50	- 00 -		Trans Try hi opp essent	10,000,000	M.J. S.D.	Sept.'72 2
Erle and Pittsburg*	3,640,00	J. & J.	Sept. 72 1	Ronseiser & Saratoga *10 Roch. & Genesse Val.*.11 Rome, Watert. and Ogd.10 Rutlana*10	0 2,997,80	- &c -	July '72 4	American Coal2 Am. Merch. Union Exp.10	0] 18,000,000	J. & J.	Jan. '72 3
Georgia Grand River Val.* guar 1 Grand Trunk, (Ca.)	00 1,000,00	6 - & -		Ilst. Croix and Fenouscould	100,00	J. & J.	Aug.'72346 July '71 2	Ashburton Coal 6 Atlantic Mail Steamship10 Brunswick City	014,000,000	M.J. S.D.	Dec. '67 2
Great Western, (Ca.) I	19,237,40	A. & O	Apl. '72 3	St. L., Alt. & T. Haute-10 St. L., Alt. & T. Haute-10 "" pref.10 Saratoga and Schenec.*-10 Schnylkill Valley*	2,040,00					1 4 6 20	Dec'69 85
Tonomer Branch, (1'8.)	116.86	Annual M. & N	Aug. '70 7 Aug. '70 7 May '725	Schuyikili Valley* 5 Scaboard and Roanoke.10	0 576,05 0 1,151,40	J. & J.	July '72 2	Consolidation(Md.)Coal.10 Cumberland Coal & Iron.10	0 10,250,000	J. & D.	Dec. '71 4 Apl. '72 5
Harlem Extension	4,000,00 50 1,182,50	0 - & - 0 J. & J.	July '723	Shamokin V. & Pottsv.* 5 Shore Line*	0 869,45 0 995,80	F. & A.	Aug. '71 3 Jan. '72 5	Maryland Coal10	0 4,400,000 0 2,836,600	J. & D. - & -	Dec. '70 3
Hartford & New Haven.1	50 1,500,00	J.A. J.(D. July '723 D. July '723	Shamokin V. & Pottav. o Shore Line*	0 438,30 0 5,819,27	J. & J. F. & A.	Jan. '72 3 Feb '72 1	Canton 6 Consolidation(Md.) Coal. 16 Comberland Coal & Iton.16 Maryland Coal. 10 Maripesa Gold. 10 " pref. 16 " certif. 16 Pacific Mail Steamsh p. 19 Pacific and Atlantic Tel. 2	0 2,324,000	J. & J.	Clam 100 0
Huntingdon & B'd Top.	50 616,00	J. & J.	July '72 4	Staten Island	0 8,939,90	J. & J.	Feb. '72 4 July '67 4	Pacific Mail Steamsh p.10 Pacific and Atlantic Tel. 2	5 8,000,000	M.J. S.D	Anc. 179 5
Ilinois Central	00 25,280,24 50 7,685,49	J. @ J.	Aug. 72 5	Stony Brook*	0 267,30	0 M. & N.	May '72 3	Pullman Palace Car10	0 4,000,000 0 5,700,000	F.M.A.N	Feb.'71 5
Iowa Fallad Sioux City*1	00 4,625,00	00 - & - 00 J & J	Jan. 268 5	Sussex (N. J.)	0 317,85	J. & J.	Jan. '72 2	" preferred10	0 4,300,000 0 1,250,000	J. & J.	Jan. 72 5
Joliet and Chicago*	00 1,500,00 90 300,00	00 J.A. J.(D. July '72 1 July '72 4	Taunton Branch	0 500,00	0 J. & J. 0 J. & J.	July '72 4 July '72 6	Spruce Hill Coal 1 Union Trust10	0 1,000,000 0 1,000,000	J. & J.	Jan. '725
Lake Shore & Mich. Sol	38,446,50	00 F. & A	Aug.'72 4	Tol., Peo.& War.1st pref.10 Tol., Wab. & West. pref.10	0 1,700,00 0 1,000,00	0 - & - 0 M. & N.	Jn. 70 11-44 May '70 3	United States Express10 United States Trust10	0 6,000,000	F.M.A.N.	Aug. 72 2 July '71 5
Leeds and Farmington*1	00 600,00	00 J. & J.	Jan. '728	South Western, (Ga., *_16 Staten Island Staten Island Stockbridge and Pitts.*_16 Stony Brook* Summit Branch* Sussex (N. J.) 16 Syr., Bingham. & N.Y.*16 Tanuton Branch Terre Haute & Indiana It Tol., Poo. & War.lst pref. 16 Tol., Wab. & West. pref. 16 Troy and Greenbush* Uties and Black River Vermont and Uanada* 18 Vermont and Mass	0 274,40 0 1,666,00	J. & D. J. & J.	Dec. '71 8	Wells-Fargo & Co. Exp 10 West. Union Telegraph.10	0 85,000,000	J. & J.	July '72 8
Lenigh & susquennins.	40 18 159.40	MAN	May '67 6	Vermont and Uanada	2,500,00	J. & D.	June '72 4	Wyoming Valley Coal _10	0 1,250,000	F. & A.	Aug: 66

NATIONAL AND STATE SECURITIES.

National Securities Aug. 1, 1872. Loan of June 14, 1858 registered coupor Loan of February 8, 1861 registered coupor Dregon War Bonds of March 2, 1861 registered coupor Loan of July 1, and Aug. 3, 1861 registered (6-20s)	13,985,000 13,737,000 4,678,000 945,000 125,231,450 63,989,750 216,009,750 23,427,850 21,672,150 24,457,000 37,678,150 39,348,650 120,078,100 62,131,300 158,560,550 92,238,500 13,392,000 13,873,100 13,873,100 13,873,100 13,873,100 13,873,100 13,873,100 13,873,100	5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Jan. & July. May & Nov. Jan. & July. Jan. & July. Jan. & July. Jan. & July.	1874 1874 1880 1880 1881 1881 1882 1882 1882 1881 1881	1094 110 114 1163 114 1163 114 1163 1154 1163	Maryland—Eastern Shore R. R. Loan. —Defense Loan Bonds. —Southern Relief Bonds. Massachusetts—State Scrip ————————————————————————————————————	20,131 3,651,398 100,000 324,000 276,000 320,000 30,000,000 600,000 888,000 200,000 4,379,560 4,000,744 3,505,000 761,816	99999999999999999999999999999999999999	J. A. J. & O. 4 4 4 Jan. & July. April & Oct. May & Nov. June & Dec. Jan. & July. 4 4 4 4 May & Nov. Mar. & Sept. April & Oct.	1878 '74-'75 '73-'74 '72-'80	983 107
Loan of June 14, 1858 registered coupor Loan of February 8, 1861 registered coupor Loan of July 1, and Aug. 3, 1861 registered coupor Loan of July 1, and Aug. 3, 1861 registered coupor Loan of Feb. 25, 1862 (6-20s) registered (5-20s) coupor Loan of March 3, 1863 registered (5-20s) registered (5-20s) registered (5-20s) coupor Loan of March 3, 1864 (5-20s) registered (5-20s) coupor (5-20s) coupor (5-20s) registered (5-20s) regist	13,955,000 13,737,000 4,678,000 945,000 945,000 125,331,450 63,989,750 33,821,300 240,009,750 2,349,500 2,349,500 37,678,150 92,348,560 120,078,100 62,131,300 158,560,550 92,238,500 13,392,000 13,873,100 13,873,100 13,873,100 13,873,100 13,873,100 13,873,100	5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Jan. & July. Jan. & July. Jan. & July. Jan. & July. May & Nov. Jan. & July. May & Nov. May & Nov. May & Nov. May & Nov. Jan. & July. Jan. & July.	1874 1880 1880 1881 1881 1882 1882 1881 1881	110 114 1163 1094 114 1163 1144 1163 1154 1154 1154	Defense Loan BondsSouthern Relief Bonds	8,651,398 100,000 324,000 275,000 820,000 133,000 8,000,000 600,000 888,000 200,000 4,379,500 4,000,744 8,505,000	6 6 6 6 6 6 6 6 6 6 6 6	Jan. & July. April & Oct. May & Nov. June & Dec. Jan. & July. "" "" "" "" "" "" "" "" "" "" "" "" "	1883 1878 '74-'/5 '73-'74 '72-'80 '72-'77 '71-'76 '77-'78 1883 1883 1894	983
Loan of February 8, 1861 registerec Oregon War Bonds of March 2, 1861 coupor Loan of July 1, and Aug. 3, 1861 registerec Ooupor Loan of Feb. 25, 1862 (5-20s) coupor Loan of March 3, 1863 registerec Loan of March 3, 1864 (5-20s) registerec (5-20s) coupor Loan of March 3, 1865 (5-20s) registerec (5-20s) coupor 2d series (5-20s) registerec (5-20s) coupor 3d series (5-20s) registerec	13,737,000 4,678,000 945,000 125,331,450 63,989,750 33,821,300 2140,009,750 23,427,850 21,672,150 23,48,500 34,657,000 37,878,150 39,348,650 120,078,100 62,131,300 158,560,550 227,877,050 13,392,000 227,877,050 13,392,000 13,573,100 13,573,100 13,573,100 13,573,100	6 6 6 6 6 6 6 6 6 6 6	Jan. & July. Jan. & July. Jan. & July. May & Nov. Jan. & July. May & Nov. May & Nov. May & Nov. Jan. & July. Jan. & July.	1880 1880 1881 1881 1882 1882 1882 1881 1884 1884	114 1163 1098 114 1163 1141 1163 1141 1153 1154	Massachusetts-State Scrip	324,000 275,000 320,000 133,000 8,000,000 600,000 888,000 200,000 4,379,500 4,000,744 3,505,000	5 5 6	April & Oct. May & Nov. June & Dec. Jan. & July. " " " " " " " " " " " " " " " " " "	'74-'/5 '73-'74 '72-'80 '72-'77 '71-'76 '77-'78 1883 1883 1894	983 1073
Dregon War Bonds of March 2, 1861coupon	945,000 125,331,450 63,989,750 33,821,300 240,009,750 53,427,850 24,572,150 2,349,500 34,657,000 37,878,150 39,348,650 52,131,300 158,560,550 92,238,500 227,877,050 13,392,000 13,973,100	6 6 6 6 6 6 6 6 6 6 6	Jan. & July May & Nov. Jan. & July. " May & Nov. May & Nov. May & Nov. " May & Nov. " Jan. & July.	1881 1881 1882 1882 1881 1881 1884 1884	1109 114 116 116 114 114 116 115 115 115		320,000 133,000 8,000,000 600,000 888,000 200,000 4,379,500 4,000,744 8,505,000	5 5 6	May & Nov. June & Dec. Jan. & July. " " " " " " " May & Nov. " " Mar. & Sept.	'72-'80 '72-'77 '71-'76 '77-'78 1883 1883 1894	981
Loan of Feb. 25, 1862 (5-20s) . registered (5-20s) . coupor (5-20s) . registered (5-20s) . registered (5-20s) . registered (5-20s) . registered (5-20s) . coupor (5-20s) . registered (5-2	33,821,300 210,009,750 216,72,150 21,672,150 2,349,500 34,657,000 37,678,150 39,348,650 120,078,100 62,131,300 158,560,550 92,338,500 13,392,000 13,573,100 13,573,100	6 6 6 6 6 6 6 6 6 6	May & Nov. Jan, & July. May & Nov. May & Nov. May & Nov. " May & Nov. " Jan. & July. "	1881 1882 1882 1881 1881 1884 1884 1884	116 116 114 114 116 116 115 115		8,000,000 600,000 888,000 200,000 4,379,500 4,000,744 8,505,000	5 5 6	Jan. & July. """ """ May & Nov. Mar. & Sept.	'71-'76 '77-'78 1883 1888 1894	984
Coupor (6-20s) coupor (6-20s) coupor (6-20s) registered (5-20s) registered (5-20s) registered (5-20s) registered (5-20s) coupor (6-20s) registered (6-20s) re	210,009,750 53,427,850 21,572,150 2,349,500 34,657,000 37,878,150 39,348,650 120,078,100 62,131,300 62,131,300 62,131,300 62,238,500 227,877,050 22,385,500 227,877,050 23,865,450 38,573,100 38,583,400 38,583,400	6 6 6 6 6 6	Jan. & July. May & Nov. May & Nov. May & Nov. Jan. & July.	1882 1881 1881 1884 1884 1884 1885 1885	114 114 1163 1154 1154		888,000 200,000 4,379,500 4,000,744 8,505,000	5 5 6	May & Nov. Mar. & Sept.	1883 1883 1894	984
Loan of March 3, 1864 (5-20s) registered (5-20s) re	21,572,150 2,349,500 34,657,000 37,878,150 39,348,650 120,078,100 62,131,300 158,560,550 92,338,500 227,877,050 13,392,000 25,865,450 138,573,100	6 6 6 6 6 6 6 6	May & Nov. May & Nov. May & Nov. May & Nov. Jan. & July.	1881 1884 1884 1884 1885 1885	1161 1151 1151 1154	of 1864	4,379,500 4,000,744 8,505,000	6	May & Nov.	1894	984
Loan of June 30, 1864 (5-20s) registered (5-20s) coupor (5-20s) registered (5-2	34,657,000 37,878,150 39,348,650 120,078,100 62,131,300 158,560,550 92,338,500 227,877,050 13,392,000 25,865,450 138,573,100	6 6 6 6 6 6	May & Nov. May & Nov. Jan. & July.	1884 1884 1885 1885	1154	(stg.) War Loan (cur. 5-20 yr.)	8,505,000	6	Mar. & Sept.		
(5-20s)coupor Loan of March 3,1865 (5-20s)registered (5-20s)coupor 2d series (5-20s)registered (5-20s)coupor (5-20s)registered	37,878,150 39,348,650 120,078,100 62,131,300 158,560,550 92,338,500 92,7877,050 13,392,000 25,865,450 138,573,100 55,994,200	6 6 6 6 6	May & Nov.	1884 1885 1885	114	-Western R. R. Loan, (stg.)			April & Oct	1986	100
(5-20s), coupor 2d series (5-20s), registered (5-20s), coupor 3d series (5-20s), registered (5-20s), coupor 4th series (5-20s), registered (5-20s), coupor (5-20s), registered	120,078,100 62,131,300 158,560,550 92,338,500 227,877,050 13,392,000 25,865,450 138,573,100 55,994,200	6 6 6 6	Jan. & July.	1885		T. & G. R.R. & Hoosac T. stg.	3,506,580	6	16 66	1871	****
(5-20s)coupor (5-20s)registered (5-20s)coupor 4th series (5-20s)registered (5-20s)coupor (5-20s)coupor (5-20s)coupor	158,560,550 92,338,500 227,877,050 13,392,000 25,865,450 138,573,100 55,994,200	6 6 6	44 44		114	-Southern Vermont R. R	966,500 200,000	5	4 4	'91-'98	97
(5-20s)coupor 4th series (5-20s)registered (5-20s)coupor (5-20s)coupor	227,877,050 13,392,000 25,865,450 138,573,100 55,994,200	6	Jan. A July.	1885	1134	-Eastern R. R.	50,000	5	Jan. & July.	1890 1871	
	25,865,450 138,573,100 55,994,200		44 44	1887	114# 114	-Norwich & WorcesterBos., Hartf. & Eric (stg.) Michigan—Renewal Loan Bonds	400,000 3,599,024	6	" "	1877 1900	****
Loan of March 8, 1864, (10-40s)registered	55.994.200	6	Jan. & July.	1888 1888	115	Two Million Loan Bonds	160,000 1,621.000	6	44 44	1878 '73-'83	****
(10-40s) COUDOI		5	Mar. & Sept	1904 1904	108# 112	War and Bounty Loan Bonds Sault St. Marie Canal Bonds	478,000 86,000	7	May & Nov. Jan. & July.	1890	100
Consols of July 14, '70 & Jan. 20, '71 registered	124,606,700 75,393,300	5	F. M. A. & N.	1881 1881	112# 112#	Minnesota—State Building Loan Bonds —Sloux War Loan Bonds	250,000 100,000	7	Jan. & July. May & Nov.	777-179 1872	
Consols registered coupor		48	F. M. A. & N.	1886		*Railroad Loans Bonds	2,275,000 2,000,000	7		1883	
Consols registered	*******	4	F. M. A. & N.	1901		Mississippi—*State Bonds (for banks) Missouri—State Bonds proper	438,000	6	Jan. & July.	'41-'71 1883	
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur. Navy Pension Fund of July 23, 1868(cur.	9,840,000	3		1901 Dem.		- Interest Bonds of 1868 Railroad Loans	2,727,000 13,112,000	6	" "	1888	934
Certificates of Indebtedness 1870(cur.	678,000	3 4		1875		South Pacific, guar	1,589,000 8,000,000	6	4 4	1876 '73-'87	79
Pacific R. R. Bonds(currency U. S. Notes and Fractional Currency	64,623,512		Jan. & July.	95-99		Nebraska—(No Debt) Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	
State Securities, Intest dates.						New Hampshire—War Loan of July 1, 1861 of Sept. 1, 1864	899,200 600,000	6	Mar. & Sept.	'71-'78 '84-'89	100
Alabama—State Bonds (original)	168,000 2,414,800	5	May & Nov.	1872	59	New Jersey—War Loan of 1861 (free)	1,000,000	6	April & Oct. Jan. & July.	171-174	98
(sterling)	688,000	6	June 1.	1870		of 1863 (free)	1,002,900	6	" " "	'71-'84 '86-'96	105
(" extended).	712,800	5	Jan. & July.	1886 1886		New York—Bounty Fund Stocks	1,478,000	6 7	46 . 46	1877	109
Arkansas—State Bonds (refunded)	3,000,000	8	Jan. & July.	'86-'88 1899	84	- Bonds - General Fund Stocks	1,910,082	6	J. A. J. & O.	1877 pleas.	1074
California—Civil Bonds of 1857	2,138,000	7	April & Oct. Jan. & July.	1900 1877	112	=	800,000 848,000	6	4 4	1878 pleas.	101
	138,500	7 7	16 16	1880 1883		-Canal Fund Stocks	900,000 2,267,900	6	J. A. J. & O.	1875 1872	106
Bounty Fund Bonds of 1864 Central Pacific R. R. Loan of 186	805,000	7	44 44	1844 1885			5,150,100 2,099,000	6	" "	1873	108
Connecticut-War Bonds, of 1861, (10-20s)	1,500,000	6	Jan. & July.	181-182			473,000 880,000	6	44 44	1874 1876	106
of 1863, (20a) of 1864, (10-20a)	5,927,000	6	April & Oct.	1883 1884	100} 101	Name of Tax Control Parks In Parks	1,106,420	6	46 44	1877	
of 1865, (20s) free.) (various) registered	867,500	6	Various.	1885 Var.		North Carolina-State Bonds for R. R. (old)	4,738,800 8,639,400	6	Jan. & July. April & Oct.	71-'91	831
Florida—State Bonds 1868	200,000	6	Jan. & July.	1898 1889		-State Bonds for R. R. (new).	2,626,000 1,789,000	6	Jan. & July. April & Oct.	192-196	21
Railroad Loans \$16,000 per mile	1.023.000	6	Various.	71.74		-Funding &c. Bonds of '66-'68	2,800,400 1,821,400	6	Jan. & July. April & Oct.	1899 1899	25
	273,000	7 6	Various. Feb. & Aug.	'72-'74 '78-'86	89	Ohio—State Loan (New York)	11,407,000 1,284,317	6	Jan. & July.	1899 1870	15
-Bonds (Act March 12, 1865) Illinois-Interest Bonds of 1847	3,700,000	7 6	Jan. & July.	1886 1877	100	::- :: (")	1,600,000	6	44	1875 1881	101
" Stock of 1857	134,311	6	66 66	1877 Var.		— (")	2,400,000 366,975	6	44	1886	101
-Normal University Bonds	45,000	6	44 44	1879		Oregon-Relief and Bounty Bonds	176,156	7	May & Nov. Jan. & July.	1871 '74-'84	
-Thornton Loan Bonds	416,800	6	Mar. & Sept. Jan. & July.	1879		Pennsylvania—Redemption Loan of 1867	4,731,800	6	64 66	1872 1872	97
Indiana—State Bonds	204,000	6	May & Nov.	1866 1888		: = : : : : :::::	90,400 7,890,550	6	4 4	1877	96
Iowa—War and Defense Bonds of 1861 Kansas—State Bonds		7 6	Jan. & July.	1881		. =	726,950 9,237,050	6	4 4	1882 1882	106 96
military	1,059,500	7 7	66 66	'76-'89 1889		Inclined Plane Loan	400,000 2,769,250	6	April & Oct. Feb. & Aug.	1879 1871	1084
Kentucky-State Bonds of 1841-'42	913,000	6	April & Oct.	71-'72	100	-State Stocks (old)	384,000 3,377,000	6	Jan. & July. Feb. & Aug.	1882	102
Louisiana—Charity Hospital	309,300	6	Various.	1895		(old)	112,000	44	Jan. & July.	1882	104
State Bonds, general	750,000	6	Mar. & Sept. Jan. & July.	1872 1893		Rhode Island—War Bonds of 1862 of 1863	786,000	6		1882 1893	100
-Railroad Bonds	2.052.000	6	Various. Various.	70-'79 '93-'06		– of 1863 of 1864	239,000 841,000	6	April & Oct. Feb. & Aug.	1888 1894	
-Levee Bonds 1865	4,000,000	8	Various. May & Nov.	1886 1907	79 59	South Carolina—Fire Loan of Stock 1838 bonds (stg.)	303,343 484,445	6	Jan. & July.	1870 1868	
1870	3,000,000	8	Mar. & Sept. Jan. & July.	1875	79	-Blue Ridge R. R. bonds of '54 -State Capitol bonds	970,000 1,997,738	6	4 4	74-72	55
—Funded Floating Debt —Ship Canal Bonds of 1869	8,000,000	6	May & Nov. Mar. & Sept.	1910 1899	784	—Funded Debt of 1866 & coup. —Conversion Bonds of 1869	1,431,700 1,265,800	6	J. A. J. & O.	'87-'97 1888	25 83
 Penitentiary Bonds of 1869 N. La, & Tex. R. B. Bonds of 1869 	500,000	7	44 44	1909		-Funding & Special Bonds '68		6	44 44	1888	83
Maine—State Bonds	801,000	8	April & Oct. Various.	1909	924	Tennessee—*State Bonds proper	289,166	54	April & Oct.	Var.	
of Jan. 31, 1863(cur.)	525,000	6	Various. Mar. & Sept.	1871 1883	100	- Railroad Loans	1,706,000 24,008,500	6	Jan. & July.	long.	74
of Mar. 26, 1863(cur.	2,832,500	6	Feb. & Aug. June & Dec.	1883 1889		-*Railroad Endorsements	2,172,000 4,069,503	6	4 4	4	
—Municipal War Debts assumed(cur. Maryland—Balt. & Ohio R. R. Loans, Stg	2.288.888	6	April & Oct. J. A. J. & O.	1889 1890	100	Texas—No legal debt	1,025,000	8	June & Dec.	71-78	731
- Ches. & Ohio Cur. Loans, Stg	449,500	5	4 4	1880 1890		Virginia—State Stockregistered	201,000 21,617,578	6	44 44	'71-'78	100
converted	1,687,345	5	4 4	1890		Bondscoupon	11,108,000 1,865,000	0	Jan. & July.	long.	50
-Balt. & Susq. R. R. Loans	269,000	8	46 46	1870	97	Funding Stock of 1866registered	1,872,968	6	4 . 4:	66	64
-Annapolis & Elkridge R.R. Loan	429,000 95,420 778,000	6	4 4	1890 1889	97	(sterling)	1,478,000 466,250	6	4 4	44	
-Susq. and Tide-Water Canal Stg.	778,000 215,622	5	" "	1865		West Virginia—Probably a third of the Debt Wisconsin—War Loan Bonds	104,800	6	Jan. & July	77-186	

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	ate.	-		Payable.	Due.	Price	Description of Bonds,	Amount.	Rate.	Interest l		Due.	1
N. S. C. Colonia S. Colonia		R	Wi	ien.	Where.	A	A			A	When.	Where.	A	
dirondack: 1st Mortgage labama Central:	\$930,000	7	Jan. &	July.	New York.	1886		Brunswick and Albany: 1st Mort.(gold)end. by Ga.tax fr. 2d Mort. sinking fund gold	\$3,630,000 2,350,000	6	April & Oct.	New York.	1908 1893	
lst Mortgage	1,600,000	8	Jan. &	July.	New York.	1901		Buffalo, Bradford and Pittsburg:		-		W . W .		
labama and Chattanooga: 1st Mortgage, guar. by Ala	16,000pm	8*	Jan. &	July.	New York.	1889		General Mortgage Buffalo, Corry and Pittsburg:	580,000	1	Jan. & July.	New York	1896	1
d Mortgage	9,000pm	8	- 66	u	6 46	1889		1st Mortgage Buffalo, New York and Erie:	700,000	7	March & Sept.	New York.	1886	
abama and Georgia : et Mortgage, guar.by Ala.& Ga.	16,000pm	8	Jan. 4	July.	New York.	1891		1st Mortgage	2,000,000		June & Dec.	New York.	1877	
st Mortgage, guar by Ala & Ga. bany and Susquebanna : at Mortgage.	1.000.000	7	Jan. &	July.	New York.	1888		Buffalo, New York & Phila.:	380,000	7	May & Nov.	44 44	1872	
a mortgage	2,000,000		April	& Oct.	44 44	1885	993	1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	
Id Mortgage			May 4	K MOV.	Albany.	1881 1895	994	Burlington, Cedar Rapids & Minn. 1st Mortgage coin or stg skg fd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	
lexandria and Fredericksburg:	1,000,000	7	June	& Dec.	New York.	1896		Burlington and Missouri River: Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	
ist Mortgage llegheny Valley: General Mortgage	4 000 000		-				94	Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	44	1875	
Special Mortgage to Penn	4,000,000 8,500,000	5	March	& Sept.	New York. Harrisburg.	1896	374	Stock Bonds pref. 3d lien Stock (common) Bonds	980,000	8	April & Oct.	44	1878 1879	
ndroscoggin: 1st Mortgage (Bath Loan)		6	Ton A	k July.	Bath, Me.	1891		Stock (common) Bonds Stock (common) Bonds	899,500 1,377,840		Jan. & July.	66	1894 1889	
rkansas Central (narrow gauge):		1	-					Burlington & Mo. Riv. in Neb.:		-				
1st Mortgagetchison and Nebraska:	12,000pm	0	Jan. 4	de July.	New York.	1891	****	lst Mortgage convertible Burlington and Southwestern:	5,687,971	8	Jan. & July.	Boston.	1894	
1st Mortgagetchison, Topeka and Santa Fe:	3,500,000	8	Jan. 4	t July.	Boston.	1891	****	1st Mortgage Cairo and Fuiton (Arkansas):	20,000pm	8	May & Nov.	Boston.	1895	
1st Mortgage (gold)	15,000pm	7	Jan. &	July.	Boston.	1899	874	1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	
Land Grant Mortgage (gold) tlanta and Richmond Air Line:	7,500pm	7"	April	& Oct.	- 46	1902		Cairo and St. Louis (3 ft. gauge):	2,250,000	7	April & Oct.	New York.	1901	
1st Mortgage (guar. by Ga.) tlantic and Great Western:	16,000 pm	8	Jan. d	July.	New York.	1900		lst Mortgage	1				1901	
let Mortgage (gold)	18,000,000	7*	Jan. 4	July.	London.	1902		1st Mortgage, gold	1	-		New York.		
2d Mortgage (gold) 3d Mortgage (gold) Income tlantic and Gulf:	29,000,000	74	March May &	& Sept.	65	1902 1902		1st Mortgage of 1853 2d Mortgage of 1854	490,000 500,000		Jan. & July. April & Oct.	Camden.	1873	
tlantic and Gulf:	0.000.000	7	-	21011				2d Mortgage of 1854 Uamden and Burlington County:	388,000		1			
Consolidated(285 m.)free U.3.tax Sectional (S.A. & G. R.R.) bonds	310,000		Jan. 6	July.	New York.	1897 var.		Consolidated 1st Mortgage Canada, Michigan and Chicago:	800,000		Feb. & Aug.	Philadelphia.	70-'9	,
1st Mortgage (S. Ga & Fla.R.R.)	464,000		May &	k Nov.	4 4	1888 1889		1st Mort. (skg fd) for \$2,750,000 Canada Southern:		7	************	New York.	****	
2d Mortgage (S. Ga. & Fla. R.R.) tlantic and Lake Erie:		n4						1st Mort (skg fd)g'd for \$9,000,000		7*	Jan. & July.	New York.	1966	
let Mort. (gold) for \$5,000,000 tlantic, Miss. and Ohio (428 m.):		1	Jan. &	July.	New York.	1901	****	Carthage & Burlington (C.B & Q.) 1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	
1st Mortgage for \$15,000,000 tlantic and North Carolina.		7	Jan. 4	d July.	New York.	1901	****	Catawissa:			1			
ist Mortgage	200,000	8	Jan. &	July.	New York.	1878		lat Mortgage (old)		7	Feb. & Aug.	Philadelphia.	1900	
tiantic and Pacific:	8,000,000	6*	Jan. d		New York.	1888		Cazenovia and Canastota:	208,850	10	44 44	46	30-18	d
Land Mortgage gold bonds lat Mort. (So. Pac. R.)gold b'ds	7,250,000	64	4	"	" "	1888		1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	
tiantic and St. Lawrence: 1st Mortgage (sterling) of 1853	484,000	64		k Nov.	London.	1878		lst Mort. (C. F. to Waverly)	294,000	1	April & Oct.	New York.	1884	
2d Mortgage (sterling) of 1864	1,499,966		April	& Oct.	66	1884		1st Mort. (C. F. to Waverly) 1st Mort. (W. to Minn. Line) Cedar Rapids & Mo.Riv. (C& NW)	1,377,000	7	Jan & July.	44 44	1907	
8d Mortgage (sterling) of 1871 1st Mortgage, Portland Loan ald Eagle Valley:	787,000			k Nov.	N.Y.& Bost'n	1891		lat Mortgage, 1st Div. \$10,000pm	700,000		Feb. & Aug.	New York.	1891	
ald Eagle Valley: 1st Mortgage	371,200	6	Jan. &	July.	Philadelphia.	1881		1st Mortgag 2d Div. \$10,000 p. m 1st Mortgage 3d Div. \$16,000 p. m	582,000 2,332,000		May & Nov.	64 66	1894	
2d Mortgageitimore and Ohio:	100,000		"	"	* amaderpma	1884		1st Mortgage 3d Div. \$16,000 p. m Central Branch Union Pacific:	1 400 000				1895	
Loan of 1865 '75	863,250		Jan. &	d July.	Baltimore.	1875	971	1st Mort. (Atch. & Pike's Peak). 2d Mortgage Governm't subsidy	1,600,000			New York.	1895	
Loan of 1860-'80 Loan of 1868-'85	579,500 1,710,500		66	44	44	1880 1885	978	Central of Georgia: 1st Mortgage	789,000	l _	March & Sept.	Nam Voule	1875	
Loan of 1866-'90 (Bait.) skg id.,	3,645,683	6	Jan. d	& Oct.		1890		Central of Iowa:		l		New York.		
Loan of 1870-'96 (stg.) skg fund 2d Mort.(N.W. Va. R.R.) assumed	8,788,752 485,500		SERVING COM	& Sept.	London. Baltimore.	1895 1873	99	1st Mortgage, gold, \$16,000 p.m. 2d Mortgage, gold, \$4,000 p. m.	8,248,000 812,000	7	Jan. & July. April & Oct.	New York.	1899 1901	
3d Mort. (N.W. Va. R. R.) assumed	140,000			u u	Battimore.	1885	91	Central of New Jersey:						
attimore and Potomac: 1st Mort. (Tunnel) gold guar	1,500,000	6	Jan.	k July.	Baltimore.	1911		2d (now 1st) Mortgage (balance New Mortgage for \$5,000,000	170,000			New York.	1875 1890	
1st Mort. (Tunnel) gold guar 1st Mortgage (R. R.) gold guar angor and Piscataquis :	3,500,000		April	& Oct		1911		Loan of Leh. C. & Nav. Co. (asu'd Central Ohio (B. & O.:)	2,310,000		J. A. & J. O.	Philadelphia.		
1st Mortgage (Bangor loan) 1st Mort. (Bangor loan) extens'r	600,000	6	April	& Oct.	Bangor.	1899		1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	,
let Mort. (Bangor loan) extens'r ay City and East Saginaw :	122,000	7	- Es	"	"	1901		Central Pacific of California: 1st Mortgage, 30 years bonds, gold	25.885.000	6	Jan. & July.	New York.	195-19	1
1st Mort. guar.by F.& P.Mrq.Co	100,000	10	Jan. &	k July.	Detroit.	1886		Convertible 20 years bonds, gold State Aid B'ds(Int.by State)gold	1,500,000	7	- 4 4	44 44	1883 1885	
edford and Bridgeport: 1st Mortgageelfast and Moosehead Lake:	500,000	8	April	d: Oct.	Philadelphia	1891		1st Mort. (Western Pacific) gold	2,735,000	6	4 44	14 44	1899	•
elfast and Moosehead Lake :	150,000	6	May	k Nov.	Portland.	1890		1st Mort. (Calif. & Oregon) gold 1st Mort. (S. Fr., Okld & Ala.).				San Francisco	1890	
1st Mortgage (gold)		1						1st Mort.(San Joaquin V.D.)gold	6,080,000	6	April & Oct.	New York.	1900	
1st Mort., guar. by &t.L.A.& T.H.	1,100,000	8	April	& Oct.	New York.	1896	****	Land bonds (Cen. Pac. Co.) gold Churleston and Savannah:	9,153,000	6,		61 61	1890	
lat Mortgage elvidere Delaware:	888,000	7	Jan. &	d July.	New York.	1888		1st Mortgage guar. by S. Car Funded Interest on 1st Mort			March & Sept.	Charleston.	1877	
1st Mortgage (guar. by C. &)	1,000,000			& Dec.	New York.	1877	92	Charlotte, Columbia & Augusta			- "			
2d Mortgage A. Co. and Penn. R. R. Co.	499,500 745,000		March	& Sept.	Princeton.	1885 1887		1st Mortgage Chartiers:	2,100,000	7	Jan. & July.	New York.	1895	
ad Mortgage (Penn. R. R. Co.) lue Ridge (S. Car.):	1 200,000							1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	
1st moregage guit. by State guit	3,000,000	1.	Jan. 4	k July	. Charleston.	1898		Cheraw and Darlington: 1st Mortgage dated Jan. 1, 1871	150,000	8	April & Oct.	Charleston.	1888	
Currency bonds of Feb. 1, 1872	1,500,000	7	Feb.	k Aug	Boston.	1892	107	2d Mortgage dated Jan. 1. 18n0	75,000			Charleston.	1888	
Currency bonds of Feb. 1, 1872. Ston, Clinton and Fitchburg: 1st Mortgage (Agricultural Br.).	400,000		Jan.	July.	Boston.	1884		Cheraw and Salisbury: 1st Mortgage for \$250,000		8	Jan. & July.	Charleston.	1891	
let Mortgage (Equalization)	248,000 168,000	7		44	44	1889	884	Cherokee Lst Mort. guar. by Ga. \$12,500p.m		1_				
Rouinment Mortgage	100,000	8	April	& Uct		1890 1881	****	Cherry Valley, Sharon & Albany 1st Mort. con. guar. by A.& S.Co		7		11	1891	
eston, Concord and Montreal: Binking Fund (consolidated)	-	1	1	July.	Boston.	1889		ist Mort. con. guar. by A.& S.Co Chesapeake and Ohio :	. 800,000	7	June & Dec	New York.	1899	
lat Mortgage (71 m.)	76,000	6	Feb.	k Aug	New York.	1865	****	1st M.(gold) skg fd for \$15,000,00	10,000,000	6	May & Nov.	New York.	1899	
lat Mortgage (224 m.) convertible	200,000			k July	Boston. New York.	1870		1st Mort. (Va. Cen.) guar. by Va 2d Mort. (") coupon		6	46 46	66 66	1880	
lat Mortgage (22 m.) " oston, Hartford and Erie: lat Mortgage (old)	000.000		100	4.0				3d Mort. (") coupon	918,000	6		4 4	1884	
1st Mortgage (old)	15,000,000	7		k Sept	Boston.	1884	40	Funded Interest, coupon	. 800,000 160,500			4 4	1876	
1st Mortgage (Berdell). 1st Mortgage, guar, by Erie Mass. I. (sec'r'd by \$4,000,000 Ber. leston and Lowell;	5,000,000	7	. 66	14	New York.	1890	65	Cheshire:		1		Boston		
loston and Lowell:	0,000,000	7				1890		Coupon bonda (no Mort.) Chester Creek:		1		183311	76-18	
Jat Mortgage	900,000	a li	April	& Oct	Boston.	1879		1st Mortgage, guar, by P.W.& B	185,000	0 6	Jan. & July	Philadelp his	Second !	j

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.		Interest	Payable.	Due.	Price.	Description of Bonds.	Amount.	ate.	Interest		Dae.	1
Description of Bonds.	ZIMOUIIV.	Ra	W	hen.	Where.	Ā	A	Description of Bonds.		2	When.	Where.	9	L
thester & Chicago Br. Junction: 1st Mort. for \$1,000,000 skg fund thester and Tamaroa:						1877		Cinc. & Indiana (Ind. C. & La.F.): 1st Mortgage guaranteed 2d Mortgage guaranteed	\$500,000 1,500,000		June & Dec. Jan. & July.	New York.	1892 '77-'87	1 .
1st Mortgage	660,000	7*	May	& Nov.	New York.	1901		Cinc., Richmond & Fort Wayne:	1.800.000	7*	June & Dec.	New York.	1921	I.
nester Valley: 1st Mortgage (in default)	500,000	7	May	& Nov.	Philadeiphia.	1872		1st Mortgage gold, guar Cincinnati, Sandusky and Clev.:				- A LUI C 10	1 2100	1.
nicago and Alton:						1877	1001	1st Mortgage (C. S. & C.)	1,067,421 988,000		Feb. & Aug.	New York. Boston.	1890 1900	
lst Mortgage, pref. sinking fund lst Mortgage	2,400,000	7		& Nov.	- 44 . 44	1893		1st Mort. (San., Day. & Cin.)S.F. 1st Mort. (San. City and Ind.)	350,000	7	March & Sept.		1877	I
a Mortgage Income	1,100,000	7	April	& Oct.	66 66	1883 1894	98	Cincinnati and Springfield:		7	April & Oct.	New York.	1901	4
st Mort. (St.L.J. & C.) assumed Mort. ("") "	188,000		Jan.	& July.		1898		1st Mortgage for \$2,000,000(guar) Cincinnati and Terre Haute:				200	1	1
icago, Burlington and Quincy:	2,825,000	8	Ton	& July.	New York.	1883	113	1st Mort.(Ind.Div) for \$6,000,000		7	_ & _	New York.	1901	A
Trust Mortgage skg fund Trust Mortgage, skg fund conv.	150,000	8	16	u	" "	1883		Cincinnati, Wabash and Mich.: 1st Mortgage for \$16,000 p. m		7	Jan. & July.	New York.	1891	ı
Trust Mortgage (Burl. to Peoria 2d Mort. (Northern Cross) gold.	400,000			& Oct	Frankfort.	1890 1890	****	Clev., Col., Cin. & Indianapolis:	2,064,000	7	May & Nov.	New York.	1899	
Loan of 1872					New York.	1902		1st Mortgage sinking fund 1st Mort. (C., U. and C. R. R.) 1st Mort. (Bell. and Ind. R.R.)	323,000 616,000		June & Dec. Jan. & July.	4 4	'71-'84 '70-'9	4
st Mort. (Am. Cen. R.R.) guar st Mort. (Peo. & Han.) guar	100,000		Jan.	& July	" "	1878 1878		lst Mort. (Bell. and Ind. R.R.) Clev. & Mahoning(A.& Gt. Wtn.)					1.00	
ist Mort. (Keok. & St. Paul)guar	1,000,000		April	& Oct	44 64	1879 1889	955	1st Mortgage 1853	487.00		Feb. & Aug. March & Sept.	New York.	1873 1876	
st Mort. (Dix., Peo. & Han).gua st Mort. (Car. & Burl.) guar	600,000	8		& Nov	41 41	1879		3d Mortgage (sinking fund) 1856 1st Mort. (Branch) 1863	71,00		Jap & July.		1873	
1st Mort. (Quincy & War.) guar	800,000	8	Jan.	& July	44 44	1890 1900	100g 96i	Clev., Mt. Vernon and Delaware:	1.500.00	7	Jan. & July.	New York.	1900	
lst Mort. (U., (). & Fox Rv.)guar. lst Mort. (Ill. Gr. Trunk) guar.			April	& Oct		1890	101	1st Mortgage gold Cleveland and Pittsburg (Pa.Co.)		1			1-12-0	
olcago, Cincinnati and Louisy.	1	7	Yan	& July	New York.	1887		2d (now lat) Mortgage guar	790,00	0 7	March & Sept. May & Nov.	New York.	1873 1875	
1st Mortgage hicago, Clinton & Dubuque	1							3d (now 2d) Mortgage guar 4th (now 2d) Mortgage guar,	1,096,00	0 6	Jan. & July.	4 4	1892 1900	
lst Mort. guar. C., B. & Q dicago, Danville and Vincennes	1,500,000	8	Jan.	& July	. Boston.	1896	****	Consol. sinking fund guar	528,00	0 7	May & Nov		1	
1st Mortgage (Ill. Div) gold	2,500,000		April	& Oct	New York.	1909		Colebrookdale: 1st Mort. guar. by Ph. and Rdg	584,70	0 6	June & Dec.	Philadelphia.	1893	
lst Mortgage (Ind. Div.) gold bicago, Dubuque & Minnesota:	1,500,000	7	"	**	" "	1912		Colorado Central (3 ft. gauge):	225,00	0 8	June & Dec.	Boston.	1890	
1st Mortgage guar. \$25,000 p. m hicago and Illinois Southern:		. 8	June	& Dec	. Boston.	1896	867	Columbus, Chicago & Ind. Cent.	•	1		1.5	1908	
hicago and Illinois Southern:		. 8	Marc	& Sept	New York.	1900		1st Mortgage Consol. skg fund.	3,679,90		April & Oct. Feb. & Aug		1909	
lst Mortgage for \$19,000 p. m hicgago and Iowa :		1						2d Mortgage Consol. skg fund. Columbus, Springfield and Cin.:	1	1		1	1901	
lst Mortgage for \$2,200,000 hicago, Iowa and Nebraska:	1,750,000	0	Jan.	& July	New York.	1900		1st M.(assumed by Cinn., S.& C. Columbus and Hocking Valley:	1			1	100	
20 Mort. (now 1st) guar. C&N V	892,000			& July		1880 1892		1st Mortgage ekg fund	1,000,00		April & Oct. Jan. & July.	New York.	1897	
3d Mort. (now 2d) guar.C.&NV nicago and Northwestern:	218,000	"		& Aug			****	1st Mortgage (Branch) General Mortgage	1 1 000 00	0 7	April & Oct	u u	1891	
Preferred sinking fund (193 m.)	1,245,500 755,000		Feb.	& Aug & Nov	New York.	1885 1883	1004	Columbus and Xenia:	200.00	0 6	March & Sept	New York.	1800	
Funded coupons (193 m.) General 1st Mortgage (193 m.)	3,588,000	0 7		& Aug	66 11	1885	96	1st Mortgage, guar. by Pa. Co Connecticut and Passumpsic Riv.					1 438	
Appleton Ext. (23 m.& 76,000 ac Green Bay Ext. (26m & 76,000 a	182,000	0 7	65	66	44 44	1885 1885		1st Mortgage sinking fund Notes payable, conv. at par	850,00	0 6	June & Dec	Boston.	1876 1876	
Equipm't (Engs. & Cars \$400,000	101,00	0 7	April	& Oct	44 44	1874		1st Mort (Massawippi) guar. gol	d 400,00	0 6	Jan. & July	. "	1889	
lst Mort. (Gal. & Chic. 248 m.). 2d Mort. (Gal. & Chic. 248 m.).	1,785,00	0 7		& Aug		1882 1875		Connecticut River: 1st Mortgage skg fund	950.00	0 6	March & Sept	Boston.	1878	į
Miss. Rry Reidon ("	200.00	0 7	Jan.	& July		1884		Connecticut Valley:	1,000,00	00 7			1901	
Elgin & State Line("). 1st Mort. (Peninsula 79m.& land	707,00			h & Sep	. 46 46	1878 1898	****	1st Mortgage Connecticut Western :					1000	
Consol. skg fund (C.& N.W.R)	2,500,00		F. M	A. & N		1915 1871	97%	1st Mortgage for \$2,500,000	2,008,50	00 7	Jan. & July	Hartford.	1890	1
Equipm't(Eng & Cars,\$2,750,0 (1st Mort. (Madison Exten.) gol	3,150,00	0 7	# 66	& Nov	u u	1911		Connecting (Philadelphia): 1st Mort. ABCD&E\$200,000eac	h 1,000,00	00 6	March & Sept	Philadelphia	1.2.3.	ď
1st Mort. (Menominee Ext.) go	d 2,700,00		* June	& De		1911 1874		Cooperstown and Susq. Valley:	100.00	00	March & Sept	. New York.	1869	,
1st Mort. (Chi. & Mil.R.R.) gua 2d Mort. (Mil. & Chi.R. R.) gua 3d Mort. ("") gua	182,00	0 7	Feb.	& Au	g 4 11	1874		1st Mortgage Cowanesque Valley:						
3d Mort. ("") gua 1st Mort. (Chic.& Mil.R.W.)gua	r. 10,50 1,135,00			& De		1898 1898	921	1st Mortgage, gold Cumberl'd & Penn. (Consol, Coal	100,0	90	Jan. & July	New York.	1902	
1st Mort. (Bel. & Mad. R.R.)gua	233,00	0		a oui	u u	1888		18t Mortgage	000,0		March & Sep		1891	
hicago & Northern Pac. Air-L 1st Mort.(skg f'd gold \$25,000pn		. 7	* June	& De	c. New York	1902		2d Mortgage, sinking fund Cumberland Valley:	709,0	00	May & Nov		1888	1
meago & Mich, Lake Shore:							1	1st Mortgage	101,0	00 8		t. Philadelphia	1904 1908	
1st Mort. of Sept.1, '69, \$16,000p 1st Mort. of Nov. 1, '71, \$16,000p	n ·····			h & Sep		1889		2d Mortgage Plain bonds	100,0	00		y es	1884	
nicago, Omaha and St. Joseph:		١.	-					Danbury and Norwalk.	100.0	m.	Jan. & July		1880	
hicago and Paducah (C. B. & Q.	1.	1	Apri	1 & Oc	t. New York	1901		1st Mortgage of July 1, 1860 1st Mortgage of July 1, 1870		00	7 " " " "	" " "	1890	
1st Mortgage \$26,000 p. m. gold hi., Pekin & Southwrn (CE&Q		. 7	*	******	Boston.	1901	****	Dany Hagleton & Wilkesharre	1	00	April & Oc	t. Philadelphia	1887	,
ISL MIDELPAPE for \$1 600 000 cold	700.00	0 1	Feb.	& Au	g. Boston.	1901		Davenport and St. Paul:						
hicago, Rock Island and Pacifi 1st Mortgage (C. & R.I.) balan		00	You	& Jul	y. New York	. 1870		1st Mortgage. Davenport and St. Paul: 1st Mort, gold skg fd \$20,000 p.n Dayton and Michigan (C.H. & D.)	a. 3,000,0	00	Jan. & July	y. New York.	1890	-
1st Mort.skg fund(C.,R.I.& Pachi. & Southwes'n(C.,R.I.&Pac.	8,600,00			a Jui	y. New Tork	1896	101	1st mortgage sinking tunu gua	0 400	00	Jan. & July	New York.	1884	
ni. & Southwes'n(C.,R.I.&Pac. 1st Mort. gold, tax free, guar	5,000,00	00	May	& No	v. New York	1889	107	2d Mortgage, guar	042,0		March & Sep April & Oc	t. " "	1887	
1st Mortgage gold, Atchison B	1,000,00		* June	& De	c. " Tork	1901		3d Mortgage, guar Toledo Depot bonds guar			March & Sep	t. u u	'81-'	9
1st Mort, g'd skg fd for#41.000.0	00		Jan.	& Jul	y. New York	1902		Dayton and Union: 1st Mortgage, registered	140,0	00	March & Sep	. New York.	1879	,
hicago and Superior:								2d Mortgage		00	June & Dec		1879 1879	į
lat Mortgage gold, Atchison Bibliongo & Wisconsin Midland: latender Mort, g'd skg fd for\$41,000,0 blicago and Superior: lat Mortgage (Mad. & Portage)g lat M. (Chi. & Sup.)g'd \$5,000,0 blilliothe & Brunswick:	d 600,00		Apri	& Jul	t. New York	1900		Dayton and Western (Pa. Co.):	252,4	40	8 " "		1019	
hillicothe & Brunswick:	F 500.00							1st Mortgage	276,0	00	Jan. & July	New York.	1905 1905	1
1st Mort. guar.by St.L.K.C.& Vincinnati, and Baltimore:	V. 500,00		Jan.	& Jul	y. New York	. 1894		1st Mortgage Decatur, Sullivan and Mattoon :			N. Carlotte	the marker all	1000	
1st Mort. guar.by B.& O.& M.& incinnati, Hamilton and Dayto	C. 274,0	00	7 Jan.	& Jul	y. Baltimore	. 1900		1st Mortgage Delaware (P. W. & Balt.):	500,0	00	March & Sep	t. New York.	. 1901	1
1st Mort. of 1853	1,250,00	00	7 May	& No	v. New York	. 1880		Delaware (P. W. & Balt.): 1st Mortgage	1 000,0	00	Jan. & July	Philadelphia		
2d Mortgage of 1865		00	7 Jan.	& Jul	у. и и	1885		1st Mortgage, guar	100,0	00	6 4 4	44	1875	
incinnati and Indianapolis Jun	C.:					1877		lst Mortgage extension Delaware Etate Loan	170,0	00	6 u u	a T	1876	
1st Mortgage	1,200,00	00	7 Jan.	& Jul ch & Sep & De	y. New York	1885		Delaware State Loan	1:		April & Co	t. New York.	. 1876	ķ
1st Mortgage (Newcastle Br.) Incinnati, Lafayette and Chi.:	793,00 250,00	00	7 June	& De	C. 41 41	1893 1884		1st Mort. (Eastern Ext.) 2d Mort. (Del., Lack. & Win).	1,633,0	00	March & Sep	t. " TOIR	1881	ı
Incinnati, Lafayette and Chi.: 1st Mortgage.				ch & Sep		1000		Company B'ds(Del Lack & W.	8,600,0	00	June & De	c. " "	1892	à
III. & MARTINSVILLE (I.C. & LA.F.):							lat Mortgage gold, land grant.	2,500,0	00	May & No	v. New York	. 1899	į
lst Mortgage guaranteed incinnati & Muskingum Valle	we of	00	7 Feb.	& Au	g. New York	1895		1st Mortgage gold, land grant. Denver & Rio Grande(3 ft.gauge):		BALLES I STATE	LOCAL MARKET		
1st Mortgage. Cincinnati, Richmond & Chicag	1,500,0	00	7 Jan.	& Jul	y. New York	. 1901					A DESCRIPTION OF THE	v. N.Y.L.&Am	27.80	
1st Mortgage guar. by C.H. &	D 500 0		1		y. New York	2.0		1st Mortgage (on 154 miles)			8 April & Oc	t. New York	1877	į
Bullet Britary of Cotte of	+ 000yu	30	· wan	. a. oa	3", TICH TOIS	17960	1	li 1st Mortgage Land grant	**. *!000!0	anl i			ITON	١

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	ste.	Interest		Due.	loe.	Description of Bonds.	Amount.	Rate.	Interest		Due.
		Ra	When.	Where.	A	Price	Description of Donds	·	R	When.	Where.	A
Detroit, Eel River and Illinois :			Tom & You	N	1001		Framingham and Lowell:		-		P	2001
lat Mortgage for \$22,000 p.m Detroit, Hillsdale and Indiana :	*	8	Jan. & July.	New York.	1891		1st Mortgage Frederick and Pennsylvania Line:	\$477,683	7	May & Nov.	Boston.	1891
1st Mort. \$16,000 p. m. guar	1,170,000	8	June & Dec.	New York.	1890		1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900
2d Mortgage Detroit, Lansing & L. Michigan:	300,000	8	Jan. & July.		1891	****	Galena & Chic, Union (C.&N.W.): 1st Mortgage	1.785.000	7	Feb. & Aug.	New York.	1882
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896		2d Mortgage	948,000	7	May & Nov.	46 66	1875
Detroit and Milwaukee: 1st Mortgage, (D. & M.R.'y)conv	2,500,000	8	May & Nov.	New York.	1875		Elgin and State Line Purchase	135,000 200,000		Jan. & July.	46 46	1878 1884
2d Mortgage (")	1,000,000	8	41 41	4 4	1875		Mississippi Bridge Georgia (and Banking):					
1st Funded Coup. (D.& M.R.R. 2d Funded Coup. ("	375,784	7		64 44	1875 1875	****	Gilman, Clinton & Springfield:	681,000	7	Jan. & July.	Augusta.	72-86
Uakl. & Ottawa R. R. stg. bonds	150,867	6	May & Nov.	London.	1873		Jst Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900
Oakl. & Ottawa R.R. cur'y bonds	51,000 250,000		16 61	New York.	1873 1878	****	2d Mortgage gold	1,000,000	8*	Jan. & July.	4. 66	1892
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	66 66	1886		1st Mortgage	226,500	7	Jan. & July.	New York.	1888
Detroit, Mon. & Tol. (L.Sh.&M.S.) 1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876		Grand Rapids & Indiana:	4 000 000	78	Jan. & July.	New York.	1899
Dubuque and Bioux City:	,					****	1st Mortgage guar. gold, tax free 1st Mort not guar. gold, tax free		74	April & Oct.	ii ii	1899
1st Mortgage tax free Dubuque Southwestern:	894,000	7	Jan. & July.	New York.	1883	****	Grand River Valley (Mich. C.).		0	Inn & Tule	New York.	1896
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct,	New York.	1883		1st Mort., assumed by Lessees	500,000		Jan. & July. March & Sept.	HEW TOIK.	1879
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	44 44	1883		2d Mortgage, guar. by Lessees Grand Trunk (Ca.):	0.500.000			Landon	
Dunkirk, Warren and Pittaburg: 1st Mortgage gold tax free	1,190,000	7	June & Dec.	New York.	1900		Equipment Bonds £500,000 Equipment Bonds No. 2 £270,500	1.350.000	64	April & Oct.	London.	
Dutchess and Columbia:			ion & Tule				Postal & Military b'da £1 900 000	6.000.000	6	Feb. & Aug.	44	
1st Mortgage Jan. 1, 1868 East Alabama and Cincionali:	1,500,000	1	iar, & July.	New York.	1908		1st Preference Bonds £2,838,235.	14,191,675 8,428,825	4	Jan. & July.	- 6+	
1st Mort. end.\$16,000 p.m.by Ala		8	Jan. & July.		1890		2d Preference Bonds £1,685,765 . Provincial Debentu's £3,111,500				Ottawa.	
East Brandywine & Waynesburg 1st Mortgage	140,000	7	Jan. & July.	Philadelphia	1885		Great Western of Canada:	227,273		Jan. & July.	London.	perp.
2d Mortgage	35,000	8	4 4	46	1873		Perpetual Debentures Stock Common (Company) Bonds	1,384,117	-4	14 11	. 46	72-73
East Pennsylvania (Ph. & Rdg.)	495 000	17	March & Sept.	Philadelphia	1888		Common (") Bonds	2,993,973	6	May & Nov.	44	173-176
Last Tenn. & Georgia (E.T. V.&G.						****	Common (") Bonds	4 867	5	April & Oct.	66	1881
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'8	6	Common (") Bonds	3,650,000	6	June & Dec.	44	1890
East Tenn. & Vir. (E.T.V.& Ga.) 1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886		Greenville and Columbia: 1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86
Cast Tennessee, Virginia & Ga.:		1				1	1st Mortgage not guaranteed		7		46 66	'81-'8
lst Mort., skg fund for \$3,500,000 Eastern Mass. :	2,019,000	1	Jan. & July.	New York.	1890		Greenwich and Johnsonville:	120,000	7	May & Nov.	New York.	1889
English Loan, July 1, 1862	383,000	6	Jan. & July.	London.	1872		Hackensack & New York Ext.:			May & 1101.		
Loan of 1864-74 1st Mort. (Essex R.R.) assumed			Feb. & Aug. Jan. & July.	Boston.	1874 1876	981	1st Mortgage, \$10,700 p.m Haspibal and Naples(T.W.&W.)	300,000	7	May & Nov.	New York.	1889
Loan of 1865-'85	160,000	6	April & Oct	46	1885	****	1st Mortgage	675,000	7	May & Nov.	New York.	1898
Loan of 1868-'88	500,000	6	March & Sept.	66	1888		2d Mortgage	225,000		Jan. & July.	65 65	1890
Loan of 1869-'89 Lastern Shore (Md.):		1	May & Nov.		1889	951	Hannibal & Central Missouri : 1st Mortgage gold, tax free		7	May & Nov.	New York.	1890
1st Mortgage			Jan. & July.	Baitimore.	1880		2d Mortgage	250,000		Feb. & Aug.	46 46	1890
21 Mortgage	180,000	0	April & Oct.		1886	****	Hanmbal and St. Joseph:		6	Jan. & July.	New York.	71-7
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890		Missouri State Loan	1,500,000	6	66 66	16 66	'87-'8
limira and Williamsport(N.Cen.) 1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880		Six years Mortgage bonds(222m)	53,000	10	11 11	16 16	1872 1874
Income Mortgage guaranteed.			May & Nov.	" " "	1872	61	Five years' notes (277 m.) Fifteen years' bonds (277 m.)	139,300 3,476,000	8	Various. March & Sept.	46 46	1885
Frie Railway:	3,000,000	-	Man & Non	Now Vonb	100#	700	1st Mort. (Q. & Palm.R.R. 15 m 1st Mort. (K.City& Cam.RR55m	500,000	8	Feb. & Aug.	66 66	1892
1st Mortgage			May & Nov. March & Sept.	New York.	1897 1879	103	General Land Mortgage (277 m.	1,200,000 1,134,100	10	Jan. & July. April & Oct.	66 66	1886 1888
8d Mortgage		7	11 11	13, 13	1883	994	General Mortgage conv. (277 m.	5,600	7	Jan. & July.	64 44	1888
5th Mortgage convertible	926,500		June & Dec.	66 66	1880 1888	954	Harlem Extension:	4 000 000	7	Jan. & July.	New York.	1890
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	66 66	1891		1st Mortgage Harrisburg & Lancaster:	4,000,000	1.	Jan. & July.		
Sterling Loan (£1,000,000) corv. Consol. Mort. for \$30,000,000, g'd	3,000,000	7	March & Rept.	NY& London	1875		1st Mortgage, guar. by Pa. Co	700,000	6	Jan. & July.	Philadelphia.	1883
Erie and Louisvile:		1				1	Hartford and New Haven: 1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901		Hartford, Providence and Fishkill	:			Duovidones	1876
Erie and Pitteburg (Penn.): 1st Mortgage	372,800		Jan. & July.	New York.	1852		1st Mort. (R. I. 26.32m.)skg fund 1st Mort. (Conn. 96.04 m.)skg f d		7	Jan. & July.	Providence. Hartford.	187€
2d Mortgage Consolidated Mortgage tax free.		7	March & Sept.		1890		Holly, Wayne & Monroe(F&PM)	:				-
Consolidated Mortgage tax free. Equipment Mortgage	000,000		April & Oct.	4 4	1893 1890		1st Mortgage guar., tax free Holyoke and Westfield	1,000,000	8	Jan. & July.	New York.	1901
Suropean & N. American (Me.):		1		Pow			lst Mortgage	200,000	7	April & Oct.	Poston.	1891
Penobscot R. R. (14 m.) bonds B'gor L'n,2d on 14m.&lst on81m	1,000,000	6	Jan. & July.	Bangorr. N. Y. & Lond	1875 . 1894		Housatonic: 1st Mortgage sinking fund			Jan. & July.		1877
Gen'l & Land M.(1st on 69m.)g'd	2,000,000	6	March & Sept.	** **	1899		2d Mortgage	100,000	7	Feb. & Aug.	74 44	1885
vansville and Crawfordsville: 1st Mortgage (main line)skg fund	3 001 00	7	Jan. & July	New York.	1889		3d Mortgage of 1869 Houston and Texas Central:	100,000		April & Oct.	46 46	1889
1st Mortgage " "	Thornton	7	March & Sept.	66 68	1889		1st Mortgage L.G. skg fund,gold	6.520,000	7	Jan. & July.	New York.	1891
1st Mort. (Rockville Extension).		7	Feb. & Aug.	41 41	1881		Hudson River (N.Y.Cen.& H.R.)	:				1870
vansville, Henderson & Nashv. 1st Mortgage		7	Jan. & July.	New York.	1897		1st Mortgag	. 200,000 1,894,000	7	June & Dec.	New York.	1885
vansville, Terre Haute & Chi. :							3d Mortgage	. 180,000		May & Nov.	46 46	1885
1st Mortgage, goldall River, Warren & Providence	730,000	17"	May & Nov.	New York.	1900	****	Hudson Connecting (NY&OMid) 1st Mortgage gold		7	May & Nov.	New York.	1902
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882		Huntingdon and Broad Top Mt.:	1				
lint and Pere Marquette:	158,500	7	May & Nov.	New York.	1890		1st Mortgage gold	416,000		* April & Oct.	Philadelphia	1890
Land Mort. 1st series (55,241 a.). " 2d series (92,748 a.).	221,000	7	Jan. & July.	86 66	1887		2d Mortgage	. 267,500 1,251,000		Feb. & Aug. April & Oct.	66	1895
" 3d series(52,091)tx.f	2,046,000	8	March & Sept. May & Nov.	44 44 44 44	1888 1888		Illinois Central:	1				
F. & Holly lease (8. F. 25,000 p. a.) Construction Loan	165,000	8	" WOV.		1876		Construction bonds, cur. skg f'd Construction bonds, coin	3,062,500		April & Oct.	New York. N.Y. & Lond	1875
lorida :				No.			Redemption bonds, currency	2,500,000	6	66 88	New York.	1890
1st Mortgage conv. gold	2,300,000	1.	Jan. & July.	New York.	1889		Redemption bonds, sterling	2,500,000		• • • • •	London.	1875
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond	. 1900		Indiana and Illinois Central: 1st Mortgage gold	3,500,000	7	Jan. & July.	New York.	1901
onda, Johnsto'n & Gloversville		1					Indiana North and South:	1				
1st Mortgage	300,000	1	Jan. & July.	New York.	1890		1st Mortgage for \$22,500 p.m. g'd Indianapolis, Biooming. & West.		17	April & Oct.	New York.	1901
lat Mortgage \$20,000 p. m		8	Jan. & July.	New York.	1891		1st Mortgage gold	5,000,000			New York.	1909
Fort Wayne, Jackson & Sag. : 1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889		2d Mortgage Indianapolis & Vincennes:	1,500,000	8			1809
2d Mortgage (Equipment)	500,000	8	April & Oct.	65 68	1891		1st Mortgage guar, by Pa. Co.	1.700.000		Feb. & Aug.	New York.	1908
Fort Wayne, Muncle & Cin. : 1st Mortgage gold	1,900,000	71	April & Oct	Boston.	1899		2d Mortgage guar. by Pa. Co International (Texas	1,450,000		May & Nov.	66 66	1900
2d Mortgage	500,000		Jan & July	Bonton.	1896		1st Mort. gold, skg. fund tax free	16 000mm	7	April & Oct	New York,	1901

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	When.	Payable.	Due.	Price	Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	Delas
Hananalia Oin and Tabania		_	W Bell.	Wilere.	-	-		-	-	Wilen.	W Here.	-	-
lianapolis, Cin. and Lafayette: st Mortgage(Ind.& Cin.)of 1858	1.589.500	7	April & Oct	New York.	1888		Lake Shore & Michigan So.: Sinking Fund Oct. 1, 1869	\$1,800,000	7	April & Oct.	New York.	1879	6
st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug	. 46 46	1897		Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	- 44	1890	10
	1,566,000	7	June & Dec	. " "	1899		Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	4 4	1890 1890	110
dianapolis and St. Louis : st Mortgage		7	Jan. & July	New York.	1916		Dividend (Lake Shore)Ap. 1, '69 Sunbury July 1, 1864	500,000	7	April & Oct. Jan. & July.		1874	9
st Mortgage	2,000,000	7	March & Sep	. 46 .6	1916		Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	16 11	- 45 65	1880	
st Mortgage	2 000 000	7	April & Oc	4 44	1916		3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.		1892	8
2d Mortgage Equipment Mortgage	1,000,000 500,000		Jan. & July		1900 1881		1st Mort. (Junc.R.R.(Dec.1, 1852 SkgFund July 1, 1855 C. & Tol.	115,000 2,014,000	7	June & Dec. Jan. & July.		1872 1885	ic
wa Eastern:				1	1001		Mort. April 1, 1866 "	884,000	7	April & Oct.	66 66	1886	1.
lst Mortgage gold	14,000pm	7*	Feb. & Au	New York.	1902		1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	1
wa Falls & Sioux City (Ill.Cen.):	0 000 000	7	Amail & Oa	Now Vork	1017	1	2d Mort. Oct 31,1857 "	2,693,000		May & Nov	" "	1877	1
lst Mortgage guaranteed wa Midland (C. & N. W.):	2,960,000	7	April & Oc	New York.	1917		Mort. Nov. 1, 1858 " Mort. July 1, 1862 Buff. & Erie.	200,000		May & Nov. Jan. & July.		1873	1
lst Mort., \$16,000 guar		8	Feb. & Au	New York.	1900	1051	Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	44 44	1886	1:
onton (Penna.):		_				1	Mort. April 1,1868 "	3,000,000		April & Oct.	11 11	1898	1
st Mortgage	100,000	7	May & No	. Philadelphia.	1875		1st Mort. Aug.1,1856(D.M.&Tol.)	924,000		Feb. & Aug. Jan. & July.	66 66	1876	1
aca and Athens: at Mortgage gold, skg fund	600,000	7	Jan. & July	New York.	1890		1st Mort. Sept. 1,1869(K.&W.P.) 1st Mort. Oct 1, 1867(Sch&ThR.)	100,000		Jan. & July.	" "	1870	1
ekson, Lansing & Saginaw(MC):	000,000		oan. a ous	. New York.	1000		1st Mort. Oct. 1, 1867(Kal. & Sch.			" "	44 44	1887	1
st Mortgage	1,495,000	8	Jan. & July		1886		1st M. July 1, '68(Kal. Atl. & Gr. R.	840,000	8	44	66 66	1888	1
d Mortgage	500,000	8	March & Sep		1888		1st Mort.July 1, 1863(J.& Frank.)	500,000		1 " "	46 46	tar	4
st Mortgage, Northern Ext ksonville, Pensac. and Mobile:	940,000	8	May & No		1890		2d Mort. Jun.1, 1869 " Lawrence (P. Ft. W. & Chi.):	500,000		June & Dec.		1894	4
st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July	New York.	1900		1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	4
nest'n & Frank. (L.S.& M.So.):		-	- Dai,	21011 20121		1	1st Mortgage, guaranteed Leavenworth, Lawr. & N. West'n		1_				4
st Mortgage guaranteed	496,000		Jan. & Jul	New York.	1897		lst Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	4
d Mortgage guaranteed	500,000	7	June & De	2. 44 44	1894	****	Leaven., Lawrence & Galveston:	F 000 000	100		NT TE A D.	1,000	1
terson (Erie):	206,000	7	Jan. & Jul	New York.	1887		lst Mort. skg fund conv., gold Lehigh and Lackawanna:	5,000,000	1	Jan. & July.	N. Y. & Bost.	1990	
st Mort. (Hawley Section) d Mort. ("")	94,000		Jan. & Jul	" I OFK.	1889		1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	ø
t Mort. (Carbondale Section)			44 44	41 41	1889		Lehigh Vailey:		1.	- and		1	
fersonville, Madison & Indian.:		-					1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.		
st Mortgage consol	2,089,000			L New York.	1906 1910		1st Mortgage (new loan) tax fre	3,546,00		June & Dec.	44	1898 1910	ă
d Mortgage consolst Mortgage (Ind & Mad.)guar.	2,000,000 397,000	7			1882		2d Mortgage for \$6,000,000 Lexington & St. Louis (P.of Mo.)	4,712,00	1.	March & Sept.	100	1910	ä
Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oc		1873		1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	a
d Mortgage (JeffersonvilleR.R.) iet and Chicago (C. & Alton) :							Little Miami:	1	1.				ã
st Mortgage skg fund guar	500,000	8	Jan. & Jul	y. New York.	1882		1st Mortgage	1,474,000		May & Nov.	New York.	1883	4
let & Northern Ind. (Mich. C.):	800,000	8	Inn & Inl	Now Voul	1874		Street Connection Bonds Little Rock and Fort Smith:	500,000	6	Jan. & July.	117	1894	i
st Mortgage, guaranteed action (Cin. & Indianapolis):	000,000	1	Jan. & Jul	New York.	1014		1st Mortgage gold	3,000,000	6	Jan. & July.	N. Y. & Bost.	1900	
t Mortgage	1,200,000	7	Jan. & Jul	y. New York.	1885		Land Grant sinking fund			April & Oct.		1900	
1 Mortgage	798,000		March & Ser	£. 11 11	1893		I i tle Schuylkill (Phila, & Rdg.):		-		Action to the second	1	
st Mortgage (Newcastie Dr.)	250,000	7	June & Do	е. и и	1884		Logansport, Crawf. & S'wstn Ind.	771,600	7	April & Oct.	Philadelphia.	1877	
nction, Philadelphia : st Mortgage, guaranteed	500,000	6	Jan. & Jul	y. Philadelphia	. 1882		Logansport, Crawi. & S'wstn Ind.	1,500,000	8	F. M. & A. N.	New York.	1900	
d Mortgage not guaranteed	300,000				1900		Long Br. and Sea Shore (N.J.So.)	1,000,00		P. M. W. M. M.	THOW TOLK.	1000	
d Mortgage not guaranteed action and Breakwater:			-			1	1st Mortgage guaranteed Long Dock (Erie):	200,00	6	Jan. & July	New York.	1889	
st Mort. guar. by Delaware	400,000	6	Jan. & Jul	y. New York.	1890		Long Dock (Erie):	0 *04 00	0 7				
lamazoo, Allegan& Gr. Rapids st Mort. assumed by LS&MSo.	840,000	8	Jan. & Jul	y. New York.	1888		lst Mortgage guaranteed Long Island:	. 3,500,00	0 7	June & Dec	New York.	1892	
lamazoo and Schoolcraft :	050,000	1	Jan. & Ju	y. New Tork.	1000	****	1st Mortgage main line	500,00	0 6	Jan. & July	New York.	1875	
st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & Jul	y. New York.	1887		let Mortgage (Extension)	1 175.00		Feb. & Aug		1890	
lamazoo, & S. Haven (M.Cen.)		1					1st Mortgage (Glen Cove Br.)	. 150,00	0 0	May & Nov	46 46	1893	
st Mortgage guar, by lessees lamazoo & White Pigeon:	640,000	0 8	May & No	v. Boston.	1889		lst Mortgage (Glen Cove Br.) General Mortgage Louisville & Miss. Riv. (Ch.& Al	. 775,00	0 7		4 4	1899	
st Mort, assumed by L.S.& M.S	400,000	0 7	Jan. & Ju	y. New York.	1890		Louisville & Miss. Riv. (Ch.& Al	4,300,00	0 7	Feb. & Aug	Now Vork	1900	
n City St Jo & Coun Bluffs	200,000	1.	Dan. or ou	y. New 1 ork.	1000		Louisville, Cincin. and Lexington	2,000,00	١.	Beb. & Aug	New York.	1300	
st Mort. (C. B. & St. Jo. 52 m.). d Mort. (""").	500,000	0 7		y. N. Y. & Bos	t. 1888		1st Mortgage for Cincinnati Br.	. 3,000,00	0 7	Jan. & July	New York.	1897	
d Mort. (" ").	150,000	0 10	4	44 44	1878		2d Mortgage for \$1,000,000	. 345,00	0 8	April & Oct	. "	1900	
st Mort. (StJo.&CB.78 m)ev.t.fr d Mort. (" ") "	1,400,000	0 8	March & Se	1 4 4	1892 1874		Louisville and Nashville: 1st Mortgage (main line 185 m.)	1,154,00	0 7	Ton & Tule	Nom Wash	'69-'7	
st Mort. (Mo. Valley 130 m.)	1,500,00			g. New York			1st Mortgage (Memp Br.46.37m	184,00		Jan. & July	New York.	172-17	
st Mort. (" ")gld	1,000,00	0 7	* 16 6	66 66	1893		1st Mortgage (Memp Br.46.37m 1st Mort. (Leb. Br. Ext. 73.2m.)	88,00		May & Nov	1 46 '66	'80-'8	
Consolidated Mort. (260m.)conv	687,00	0 8	March & Se	ot. " "	1892		lst Mortgage (Consolid. 392 m. Louisv., N. Al. & St. Lo. Air-Line	. 8,000,00	6 7	April & Oct		1898	
nsas City & Santa Fe (LL&G)	0 000 00	0110	W W	- D.	1000	-	Louisv., N. Al. & St. Lo. Air-Line	0.000					
st Mortgage guar. by Lessees nsas Pacific:	2,000,00	0 10	May & N	v. Boston.	1900		1st Mortgage gold, \$25,000 p. m.	2,875,00	0 7	- 4 -	New York.	1901	
st Mort. (1st Div. 140 m.) gold.	2,240,00	0 6	Feb. & A	NVASLI	0. 1895	85	Macon and Augusta: 1st Mortgage end by State of G	a. 670,00	0 7	Jan. & July	New York.	188-19	31
st Mort. (2d Div. 253.94 m.)gold	4,063,00	0 6	June & D	ng. N.Y. & St. L	1896	86	1st Mortgage not guaranteed	100,00		" a dily	" " "	1890	-
st M.(3dD.244.66m.& 3,000,000a st Mortgage (1,000,000 acres)	6,500,00	0 5	May & N	v. N. Y. & Lon	d. 1899	102		1,000	1		1	2000	
st Mortgage (2,000,000 acres)gle	216,00 1,389,00	0 7	* May & N	N. Y. & St. L	d 1876		1st Mort. endersed by Ga	1,900,00	0 7	Jan. & July	. New York.	1877	
st Mort. (Leavenworth Branch	600,00	0 7	Jan. & Ju	v. N. Y. & Lon ot. N. Y. & St. L ov. N. Y. & Lon y. N. Y. & St. I	0. 1896	86	2d Mortgage	. 1,100,00		April & Oct		1883	
d Mortgage (Gov't Subsidy)	6,303,00	U .		U. S. ITEMS	. 60-	961	Equipment Mortgage	. 150,00		" "		1879	
d Mortgage (Income) nt County (Del.):	4,275,35	9 7	March & Se	pt	1916		Macon and Western:	11166	1.			Talley .	
st Mortgage for \$600,000	400,00	0 6				-	1st Mortgage of Oct. 1870 Maine Central:	150,00	0 3	April & Oct		. 1880	
ntucky Central:	7.4	9	Jun. & Ju	ly. Philadelphi	a. 1550		Consolidated Mort for 47 500 00	0	1	Inn & Tuly	Poston	1912	
st Mortgage (Cov. & Lex.)1852			March & Se	pt. New York	1872		\$1,100,000 Loan, tax free	746,30	6	Jan. & July	Boston.	1898	
d Mortgage (")1853	844,00	0 7		4 4	1883		\$1,100,000 Loan, tax free	514,00	0 6	Control of the Contro		1875	
d Mortgage (Kent. Cen.) 1865. ok., Iowa C.& Minn. (TW&W)	· 237.00	0 7	June & D	e. u			Extension (gold) Loan	491,00	0 6	1 " "	"	1:00	
st Mort. gold conv. traffic guar	20.000nm	0 9	Jan. & Ju	War War	1000		Jat Mortgage (For A. P.	1,100,00	0 6	Troop or True		1995	
okuk and St. Paul (C.B.& Q.):	20,000ph	1.	oun a Ju	ly. New York	. 1892	****	Consolidated (P. & K.) Loop	217,30 1,149,30	0 6	April & Oct	Augusta, Boston.	1885	
st Mortgage traffic guar	1,000.00	0 8	April & O	ct. Boston.	1879		let Mortgage (S. & K.)	300,00	0 0		aronton.	1874	
ekawanna & Bloomsb(DL&W)				100 120 120 120 1			2d Mortgage (" ")	260,00	0 6	4 4	4	1876	
st Mortgage (Extension)				y. New York			lat Mortgage (L. & F.)	333,00	0 0	Jan. & July	. "	1901	
d Mortgage	600,00		March & Se April & O	ot. " "	1885			425,00	0		44	1891	
d Mortgage (Extension)	200,00		May & N	Glis .	1880 1890	1	Mansfield & Framing. (B.C.&F.)	300,00	0 7	Jan. & July	Roston	1000	
d Mortgage (Extension) Income Mortgage	250,00				1881		Marietta and Cincinnati:		1	Jan. a July	Boston.	1889	
Crosse, Trempeleau & Prescott	4				1000		1st Mortgage, Sterling	1,050,00	0 7	Feb. & Aug	London.	1891	
lst Mort. assumed by C. & N. W f., Blooming. & Miss. (TW&W)	1,000,00	010	- & -	- New York	. 1877		1st Mortgage Dollar	. 2,450,00	0 7	" "	Baltimore.	1891	
st Mortgage gold gnar	1,300,00	0 .	7* Feb. & A	Now Verb	1001		2d Mortgage Dollar	2,500,00	0 7	May & Nov	. 46	1896	
st Mortgage gold guar	1,000,00	1	Det. at A	ig. New York	. 1891		lat Mort. (Scioto & H.Val. R.R.	.) 300,00		May & Nov		1890	
lst Mortgage gold guar	1,500,00	0 7	7* Feb. & A	g. New York	. 1901		2d Mortgage Dollar	1 300,00				1896	j
let Mortgage gold	0,000.00		A CONTRACTOR			100	1st Mortgage gold	1,500,00	0 7	Feb. & Aug	Boston.	1895	ĺ
lst Mortgage gold	- 2,000,00	0 3	April & O	ct. New York	1901		Marquette and Untonagon :	180.00	14	THE REAL PROPERTY.	THE PERSON		
let Mort. skg fund gold tax free	4,500,00	0 7	Jan. & Ju	y. N.Y.B's,&P	h 1800		Income Bonds	150,00	8 0	June & Dec	Boston.	1875	ß
d Mort. gold tax free and conv	910,00	0	April & O	A. Marie T. oth Billion T.	1900		1 1st Mortgage guaranteed	400,00	10	Feb. & Aus		1000	

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Marchage Marchage May & Nov. Boaton 1880 May & Nov. 1890 May & Nov. 1890 Marchage Marcha	Description of Bonds.	Amount	te.	Interest	Payable.	ne.	Price.	Description of Bonds.	Amount.	te.	Interest	Payable.	Due	Deloc
Ball Martingne,	- Tongroup of available	p	Ba	When.	Where.		Pr	Description of Bonds.	ixmount.	Rate.	When.	Where.	Ā	D
Martings (Circle CAL V & D.) 100,000 7 Jan. & July New York 100 1 100,000 7 Jan. & July New York 100,000 7 Jan. & July New York 100 1 100,000 7 Jan. & July New York 100 1 100,000 7 Jan. & July New York 100 1 100,000 7 Jan. & July New York	yland and Delaware:	*	_			4000		Nashville and Chattanooga:			11		1000	
Massilland & Chere (C.M. V. & D.) 10,000 Value & Man. & July New York 1500 Mayoritis and Charistens 150,000 Value & Value & Value 150,000 Value &	Mortgage	\$850,000 150,000	6	June & Dec	Boston			1st Mortgage, endorsed by Tenn.		6	Jan. & July.	New York.	1890	
Mayer	sillon & Cleve. (C.M. V.& D.)							1st Mortgage sinking fund, guar	2,100,000	7	Jan. & July.	New York.	1900	
Jah Mortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 Mortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 Mortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 Mortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 Jahn. & July. New York. 1800 New Hortgage, Convertible. 1,500,000 New Hortgage, Convertible. 1,500,000 New Hortgage, Convertible. 1,500,000 New Hortgage, Convertible. 1,50	Mortgage guaranteed, gold	,100,000	7*	Jan. & July	New York.	1890	****	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	
March & Supplement 1,00,000 3,00	Mortgage	500,000	7	Jan. & July	New York.	1890		1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	
Second S	phis and Charleston:	1 203 000	7	March & Sont	Now Vork	1990		Newark & New York (Cen. N.J.)	600,000	7	Ton & Tule	Nami Vote	1891	
March & Berger May & Nov. New York 1900 May & Sor. London 19	Mortgage			Jan. & July	a a			Newark, Somerset & Straitsville	000,000					1
Michigan Air Line:	ophis and Little Rock:			1		1000		1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	
Just Mortgage (EDV-3)H40000 m. 6, 8 July Doston 1990	nigan Air Line :	1,000,000	0	may & Nov	New York.	1890		New Brunswick and Canada:	972,000	6*	May & Nov.	London.	1867	
March Sept. Sept	t Mortgage (E.Div.)\$15,000pm.		8	Jan. & July	Boston.	1890		Newburg & New York (Erie):	012,000					
18th Mort (Mark L. W. V. Mark) 20,000,000 1	Mortgage convertible	563,000	8	Anell & Oct	Now York	1889		1st Mortgage for \$600,000		7	Jan. & July.	New York.	1889	1-
More March	Mortgage, sinking fund conv.	2,294,500	8	april de Oct	a a			1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	
184 Mort (Gr. 840, May & Nov. 1850 1850 184 Mort (Sark Sol. Hays.) from \$4.00,000 184 Mort (Sark Sol	Mortgage, sterling	467,489		Jan. & July				New Haven & Northampton:	1				1000	1
In Mort (Raid-So. Hary-1, Equate 00,000 8 May & Nor. 1889	Mort. (Gr. Riv. Valley) guat.	1,000,000		46 16	New York.			1st Mortgage	1 000,000	6	Jan. & July	N. Y. & N. H.	1899 1880	
Michigan Lake Shore:	Mort. (" ") guar.	500,000	8			1879		Holyoke and Westfie'd bonds.		7	4 4	66 66	1891	1
Michigan Lake Shore:	Mort (Kal.&So. Hav.)t. f.guar			May & Nov				New Jersey See United Compan's						1
Jack Morigage Currency 1,200,000 2						1009	****	lst Mortgage gold, guar	3,000,000	7*	Feb. & Aug.	New York.	1895	1.
Math Mortgage and free 205,000 144,507	Mortgage	800,000	8	Jan. & July	New York.	1889	****	2d Mortgage currency	1,500,000	7	11 11	44 44	1881	1
Milland of Chanda: in Mortgage (Sroin S. R.V. Br.). 120,000 1,145,607 et al. Mortgage (Sroin S. R.V. Br.). 1,100,000 7 Feb. & Aug. New York. 1899 184 Mortgage (S. Div. Palmer) 1,100,000 7 1,100,000		225,000	7	May & Nov	Now York	1996		New Jersey Southern:	2 000 000	1 7	Man & Now	Now Vork	1899	ı
Income Mortgage; 1,485,690 6 May & Nov. London. 1596 Nov. Income Mortgage; 250,000 7 April & Cet.		220,000		may at Hov	New Tork.	1000		1st Mortgage (Tom's Riv. Br.).	120,000	7	March & Sept		1888	1
The Mortgage gold, tast free 1,100,000 7 Feb. & Aug. New York 1990 New London Northerts (V.C.c.) 1 1 1 1 1 1 1 1 1	t Mortgage sterling £235,000	1,143,667	6*	May & Nov	London.	1896		Income Mortgage	750,000				1881	1
Jat Mortgage	Mortgage gold, tax free	1,100,000	7*	Feb. & Ano	New York	1899		New Jersey West Line:	1.	71	May & Nor	New York.	1900	1
Sat Mortgage	raukee and St. Paul:							New London Northern (Vt. Cen.)	:					1
March (See Div. Palmer) 791,000 8 May & Nov. " " 1574 80 Mort (Josep Chan, Jackson & G. M. North. 1575 80 1575 8	Mortgage							1st Mortgage	. 300,00	6	March & Sept	. New York.	1885	1
18th Mortgage (10wn & Dak).	Mortgage (E. Div. Palmer)			May & Nov		1874				7	Jan. & July	. 16 41	1888 1872	1
184 Mortgage (1940 chine)	t Mo: t. (Iowa and Minn.)	3,193,000	7		41 41	1897	88	N. Orleans, Jackson & Gt. North		1				
Section Comparison Compar	Mortgage (Minn. Cent)			4 4		1870	90	1st Mortgage 1856	. 3,000,00				1886 1890	
Milwankee Oily Lean. 234,000 7 March & Sept. 1 1572 1573 New York. 1590 1591 1573 New York. 1590 1591 159	Mortgage (P. du Chien)	3,674,000	8		44 14	1898		Income Mortgage, 1870 gold	1.000,00	0 8	May & Nov		1890	1
18 Mart. Calilw. & With. 234,000 7 Jan. & July. " " 1591 151 M. (" 1500 alog fid." 2,825,000 7 Milw. Manltowec & Green Bay: 14 Mortgage for \$2,500,000 7 Milwalikee and Northern: 18 Mortgage for \$2,500,000 7 Milwalikee and Northern: 18 Mortgage for \$2,500,000 7 Milwalikee and Northern: 18 Mortgage for \$2,500,000 18 Mortgage, endorsed by La. 2,825,000 8 May & Now Y. 18 Mortgage for \$2,500,000 18 Mortgage, endorsed by La. 2,825,000 18 Mort	Mortgage (P du Chien)	1,315,000	7.3	3 66 64	11 11	1898		N. Orleans Extension, 1870, go!	d 1,500,00				1890	1
Real Estate Purchase (div. Mantfowe & Green Bay: Int Mortgage for \$2,500,000. His Mortgage for \$2,500,0	Mort (Milw & Win)					1873		New Orleans, Mobile and Texas:			Ton & Tule	Now York	1915	1
Ell-W. Manifowne & Green Bay 1	eal Estate Purchase				1			lst M.(")gold skg fo	2,825,00	0 7		N.Y. or Lond		1
Ellwartikee and Northere:	w. Manitowec & Green Bay :					1001		2d Mortgage, endorsed by La	. 2,825,00	0 8	46 66	New York.	1915	1
184 Mortgage for \$15,000 p.m. 185 Jan. & July New York 1890 Debt Certif. (N. Y. Central & Hudson R. 1890 180	Mortgage for \$2,500,000		7			. 1891				1 7	May & No	NVANO	1889	
Silver Point Set Mortgage, Dec. 21, 1868 May & Nov.			8	June & Dec	. New York.	1890		New York Central & Hudson R.		1.	may at 140	. H. 1. & H. O		1
Minneapolis & Duluth (L.S.& M.) 184 Mortgage gold, guaranteed. 400,000 7	eral Point:					1000		Debt Certif. (N. Y. Central)	. 5,936,62				1883	
18t Mortgage gold, guranateed. 400,000 8* Jan. & July. New York. 1911 Bonds for R.R.stocks(") 592,000 6" " " " " " " " " 400,000 7* Jan. & July. New York. 1911 Bonds for R.R.stocks(") 592,000 6" " " " " " " " " 400,000 7* Jan. & July. New York. 1911 Bonds for R.R.stocks(") 592,000 6" " " " " " " " " 400,000 7* Jan. & July. New York. 1911 Bonds for R.R.stocks(") 592,000 6" " " " " " " " 400,000 7* Jan. & July. New York. 1911 Bonds for R.R.stocks(") 592,000 6" " " " " " " " 400,000 7* Jan. & July. New York. 1911 Bonds for R.R.stocks(") 592,000 6" " " " " " " 400,000 7* Jan. & July. New York. 1911 Bonds for R.R.stocks(") 592,000 7* Jan. & July. 185 Mortgage gold, size for R.R.stocks(") 592,000 7* Jan. & July. 185 Mortgage gold, size for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 592,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 590,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 590,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & July. 1876 Sonds for R.R.stocks(") 180,000 7* Jan. & Ju	neapolls & Duluth (L.S.& M.)	820,000	10	Jan. & July	New York.	1890	****		.) 1,514,00	0 7			1876	
Jat Mortgage gold, guaranteed.	Mortgage gold, guaranteed	400,000	84	Jan. & July	New York.	1911		Bonds for R.R.stocks(66 66	66 66	1883	1
Jat Mort gold, skg fd & tax free 20,000pm 7 Jan. & July. New York. 1895 24 Mort. (" js. F. 1,884,000 7 Jun. & Dec. " May & Nov. 181 Mortgage. 185,000,000 7 May & Nov. 181 Mortgage gold. 11,886,000 7 May & Nov. 181 Mortgage gold. 181 Mortgage	neapolis & St. L. (L.Sup.& M.)	700.000	le d	Ton & Tule	Now Vonly	1011		Bonds for real estate (1883	
Jat Mort, gold, skg fd & tax free 20,000pm 7 Jan. & July. New York. 1895	nesota and North Western:	100,000	1	Jan. & July	. New LOFE.	1911		The state of the state is the				5-1	1870	1
18th Mortgage 18ch 1.556,000 7 May & Nov. 18ch	t Mort, gold, skg fd & tax free	20,000pm	71	Jan. & July	New York.	1895		2d Mort. (")8. F	1,894,00	0 7	Feb. & Au	g. 41 41	1885	1
Second S	Mortgage	1.854.000	7	May & No	New York.	269-27	1	Bonds of 71 toy free(NVCA)	1 1 950 00				1875 1891	
State (Ark.) subsidy \$10,000,000 7* &	Mortgage	2,000,000	8	Feb. & Au	Z. (E 66	1875		New York and Harlem:		"				
1st Mort Land Grant gold.	eneral Mort. for \$8,000,000 gold		7	May & No	v. 4 4	1912		1st Mortgage of 1853	3,000,00		May & No	v. New York.	1873 1893	
Ist Mort Land Grant gold	t Mortgage gold	1,860,000	71	· - & -					1,754,00	9	Jan. & Jul	K. 44 44	1881	
Ist Mortgage of April 1,1856 600.000 7 April & Oct. New York. 1876 1814 Mortgage of April 1,1856 600.000 7 April & Oct. New York. 1816 1814 Mortgage of 2,000.00 1,181,600 8 Missouri, Ivansa and Texas: 1st Mortgage gold, sinking fund Missouri, Kausas and Texas: 1st Mortgage gold, sinking fund Missouri, Kausas and Texas: 1st Mortgage on-convertible 1,500,000 7 April & Oct. New York. 1816	t Mort. Land Grant gold	1,000,000	7	* - & -				Bonds of 1853, unsecured	106,00	10		11 11	1873	
1st Mortgage of April 1, 1856 600.000 7 April & Oct. New York 1876 1816.000 1,181.600 8 1,181.600 1,181.6	ate (Ark.) subsidy \$10,000p.m.	1,550,000	7	April & Oc	t	. 1910			n: 161 0	w .	Fob & An	Now York	1889	1
Missiappi Valley and Western: 1st Mortgage \$20,000 p.m	4 Mortgage of April 1, 1856	600.000	7	April & Oc	t. New York.	1876		New York and New Haven:	101,00	1	Beo. & Au	g. New 10th.		
Ist Mortgage 200,000 p. m. 8 April & Oct. New York. 1902 18t Mortgage 201d, inking fund 1500,000 7 Jan. & July. New York. 1809 18t Mortgage 201d, inking fund 18t Mort(Tabo & Neosho)s.F.grd 200,000 7 Jan. & July. New York. 1809 18t Mortgage 201d, inking fund 18t Mortgage 201d, inking 201d, inkin	onsolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & Jul	y. 65 . 66	'81-'8		1st Mortgage	1,059,50	00	April & Oc	t. New York.	1875	
Security Lows and Nebraska 1st Mortgage gold, sinking fund Missourit, Kansas and Texas 1st Mort Respondent 1st Mort Respondent 1st Mortgage convertible 1st Mortgage co	t Mortgage 420 000 p. m.		9	April & Oc	New York	1009				100	Ton & Tul	Now York	1889	
18t Mortgage gold, sinklog fund Missouri, Ransas and Texas: 18t Mort (U.Pac.S.Br.) skg fund 1st Mort (U.Pac.S.Br.) skg fund 1st Mort (U.Pac.S.Br.) skg fund 2,000,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 7* 7* 200,000 200,000 200,00	ouri, Iowa and Nebraska:		0	zipin de oc	I THOW TOTAL	1502		2d Mortgage convertible	2,500,0	00		V. 4 4	1898	
Ist Mort (U.Pac.S.Br.) skg fund 1st Mort (Tebo & Neesho)S.F.g. 2,000,000 7* Jun. & July. New York. 1899 1903 Improvement Bonds. 100,000 7* Jun. & July. 1904 General Mort. for \$1,000,000 6 Feb. & Aug. 1904 General Mort. for \$1,000,000 7* Jun. & July. 1904 General Mort. for \$1,000,000 7* Jun. & July. 1904 General Mort. for \$1,000,000 10 Jun. & July. 1899 15 Mortgage Land sky fd, tax fr 2d Mortgage 1904 General Mort. for \$1,000,000 10 Jun. & July. 1899 15 Mortgage 1880 1	t Mortgage gold, sinking fund.		7	* Jun. & De	C	. 1910		2d Mortgage non-convertible.	1,500,0	00		66 64	1898	
Test Mort(Tebo & Neosho)S.F.g'd Consol. Land Grant, sky fd gold 7,833,000 7* Feb. & Aug. 4		4.250,000	6	Jan. & July	New York.	1899		1st Mortgage	133.0	00	Reh & An	g. New York.	173-17	78
Second River, Fr. Second & Gulf Second River, Fr. Second & Gulf Second River, Fr. Second & Gulf Second Seco	t Mort (Tebo & Neosho) S. F.g'd	2,000,000	7	June & De	C. 11 11	1903		Improvement Bonds	100,00	00	7 Jan. & Jul	y. 16 16	1876	
1st Mortgage Land skg fd, tax fr 5,000,000 10 Jan. & July. New York. 1889 915 N. York, West Shore & Chicago: 7 April & Oct. New York. 1899 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1876 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1876 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1876 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1876 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1876 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1876 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1876 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1889 1st Mortgage gold, \$35,000 p. m. 7 April & Oct. New York. 1889 1st Mortgage gold, \$35,000 p. m. 1st Mortgage gold, \$35,000 p. m. 1st Mortgage gold, \$35,000 p. m. New York. 1st Mortgage gold, \$35,000 p. m. 1st Mortgage		7,833,000	7	Feb. & Au	8.	1904		General Mort for \$1 000 000	250,0	00		V.	'78-'8 1899	5]
24 Mortgage 2,000,000 10 April & Oct N. Y. & Bost 18t Mortgage gold, \$35,000 p. m. 7* April & Oct New York 18t Mortgage 37,500 7 Jan. & July New York 1876 1889 Norfolk County (B. H. & Erie) 1st Mortgage gold, \$35,000 p. m. 7* April & Oct New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Niles and New Lisbon: 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Norfolk County (B. H. & Erie): 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Norfolk County (B. H. & Erie): 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Norfolk County (B. H. & Erie): 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Norfolk & Petersburg (A. M. & O.) 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. New York 1876 Norfolk & Petersburg (A. M. & O.) 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. Norfolk & Petersburg (A. M. & O.) 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. Norfolk & Petersburg (A. M. & O.) 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. Norfolk & Petersburg (A. M. & O.) 1st Mortgage gold, \$35,000 p. m. 7* April & Oct. Norfolk & Petersburg (A. M. & O.)	t Mortgage Land skg fd, tax fr						913	N. York, West Shore & Chicago	0:0,0	1				
18t Mortgage 377,500 7 3an. & July. New York 1876 1889 Norfolk County (B. H. & Erle): 18t Mortgage, gnaranteed 414,350 March & Sept. S	Mortgage							1st Mortgage gold, \$35,000 p. m		!	April & Oc	t. New York.	1902	
2d Mortgage 300,000 7	t Mortgage	377,500	7	Jan. & Jul	v. New York	1876		Niles and New Lisbon:	500.0	00	Jan & Jul	Now York	1890	
1st Mortgage endor. by Ala. gold 2,500,000 8* May & Nov. New York. 1900 Norfolk & Petersburg (A.M. & O.) 906,000 8 May & Nov. Mob. & Lond. 1882 1st Mortgage 157,000 7 468,000 8 March & Sept. 1883 1st Mortgage 157,000 7 6 1883 1st Mortgage 17,000 1883 1833	Mortgage				4 4		1	Noriolk County (B. H. & Erie):	1		, ban. a ba	y. New York		
1st Mortgage Sterling 5,000,000 6* May & Nov. Mob. & Lond 1882 1st Mortgage 157,000 7 1st Mortgage 157,000 7 1st Mortgage 157,000 7 1st Mortgage 1st M	olle and Montgomery:	0.500.000		Wan & No	Wow Voul	1000		1st Mortgage, guaranteed	414,3	50	March & Sej	Boston.	1854	
1st Mortgage Sterling	blie and Ohio:	2,000,000	0	May & No	v. New York.	1900	****	1st Mortgage.	906.0	00	Inn. & Jul	y. New York	1877	
Interest bonds	the state of the s	1	6	May & No	v. Mob. & Lou	1. 1882		lst Mortgage	157,0	00	7 1 " "	- 44	1877	
Interest bonds			0			1000		2d Mortgage	458,0	00	8 " "	Norfolk.	1893	
Interest (stering) bonds	nterest bonds	371.800	8	- 44 . 44	46	1883		1st Mortgage of Sept. 1, 1869	820.0	00	7 March & Ser	t. Charleston	1899	
International Content	aterest (sterling) bonds	755,040	6					2d Mortgage of Sept. 1, 1869	322,0			4	1899	
1st Mortgage gold, guar 1,300,000 7 March & Sept New York 2d Mortgage 1,358,500 7 May & Nov. 2d Mortgage 1,358,500 7 May & Nov. 2d Mortgage 360,000 10 April & Oct. 400,000 7 - & " "	atelair (N. Y. & O. Mid.)	943,121	8	ALAPOII.	atobile.	1917		1st Mortgage	2 225 0	00	6 Jan. & Jul	y. Philadelphia	1885	
2d Mortgage	t Mortgage gold, guar	1,200,000		* March & Sep	t. New York.			2d Mortgage	1,358,5	00	7 May & No	v. a	1896	1
Montgomery and Eufala: 1st Mortgage end. by Ala. gold. 1,040,000 8* March & Sept New York. 1886 Northern Central:	Mortgage	400,000			- " "			Chattel Mortgage	360,0	00 1			1877	ı
let Mortgage end. by Ala. gold. 1,040,000 8* March & Sept New York. 1886 Northern Central:	atgomery and Eufala:	100,000	1	-				1st Mortgage	135.0	00	Feb. & Ar	g. New York	1887	
1st Mortgage not endorsed 900 000 8 June & Dec W 1000 1st Mortgage WA Chata loan 1500 000 6 T A T & O To-Lit-	t Mortgage end. by Ala. gold.	1,040,000						Northern Central:	100,0					_
Mantingle, and State loan Journal of A. A. J. & O. Baltin	st Mortgage not endorsed	300,000				1900			1,500,0	00	6 J. A. J. &	O. Baltimore.	lrred	
Monticello: 2d Mortgage skg fd	at Mortgage	420,000	8	April & Oc	t. New York	1910		3d Mortgage skg fd	1,223.0	00	6 April & O	nt. 44	1885	
Monticello and Port Jervis: 3d Montgage (Y'k & Cumb.) guar. 500,000 6 Jan. & July. 4	nuceno and Port Jervis:				Land March			3d Mortgage(Y'k & Cumb.)gu	ar. 500,0	00	6 Jan. & Ju	V. 4	1877	1
1st Mortgage gold, tax free 650,000 7 J. A. J. & O. New York. 1890 Consol. Mortgage gold 2,298,000 6* " " " Morris and Essex (D. L. & W.: 561,000 7 April & Oct. "	Mortgage gold, tax free	650,000	7	J. A. J. &	New York.	1890	****	Consol. Mortgage gold	2,298,0	90	6* u u	- 44	1880	
1st Mortgage sinicing fund, quar. 5 000 000 7 March & Sept. New York, 1914 1024 Northern New Hampshire:	at Mortgage sinking fund, quar.	5.000.000	7	March & Sen	t. New York	1914	1024	Northern New Hampshire	001,0	00	April & O	36.	1990	
2d Mortgage guar	Mortgage guar	8,000,000	7	Feb. & Au	g. 41 14	1891	98	1st Mortgage	105,2	00	6 April & O	et. Boston.	1874	
Convertible bonds 1,610,000 7 Jan. & July. " 1900 Northern New Jersey (Erie): Coupon bonds of 1871 2,000,000 7 Feb. & Aug. " 1889 1st Mortgage skg fd guar 400,000 7 Jan. & July. New 1	onvertible bonds	1,610,000			2.73			Northern New Jersey (Erie):	1 1 1 1 1 1 1 1	00	7 Jan & Tu	y. New York	. 1848	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

orthern Pacific: st Mort. on R.R. & lands gold. rwich & Worcester(B.H.& E.); st Mort. Mass. Loan. Plain bonds. Machine shop &c., bonds. Machine sh	50,000pm	Rate.	w	hen.	_	Where.	Due.	Price	₩ When. W	ere.	A,
at Mort. on R.R. & lands goldrwich & Worcester(B.H.& E.): at Mort. Mass. Loan	\$400,000	7.3						-	- Wileti		-
rwich & Worcester(B.H.& E.): st Mort. Mass. Loan	\$400,000	6.00	Tom	6. T.		Now York	1900	100	Perkiomen (Phila. & Rdg):	olabia 1	1004
st Mort. Mass. Loan	\$400,000	***	Jan.	a 31	uy.	New York.		100	1st Mortgage, guaranteed \$619,000 6 April & Oct. Phila Perth Amboy & Woodbr.(C&A):	eibuar 1	1897
ack and Northern : at Mortgage lensburg and Lake Champlain:			Jan.	& Ju	dy.	Boston.	1877		1st Mortgage 100,000 6 Feb. & Aug. Nev	York. 1	1874
ack and Northern: t Mortgage ensburg and Lake Champlain:	200,000		46		1	66 66	1874		Petersburg:	HYVING DE	wa 100
t Mortgage ensburg and Lake Champlain:	150,000	7		,	4	ec ee	1877		1st Mortgage (instalments) 341,500 8 Jan. & July. New Philadelphia and Baltimore Cent.:	York.	79-188
	100,000	7	Jan.	& Ju	lv.	New York.	1890			elphia. 1	1879
	200,000		o dall,	~ 0.	3.	aren a ciai		1	1st Mortgage (Md. Div. 91 m.) 300,000 6 [April & Oct.]	1	1891
quipment Mortgage nking Fund Bonds o and Mississippi:			Jan.	& Ju	lly.	Boston.	1878		2d Mortgage (Pa. & Md. 46 m.) 400,000 7 Jan. & July. Philadelphia and Reading:	1	1900
o and Mississippi:	200,000		16			u	1879 1890	100	Philadelphia and Reading:	alabta 1	1000
o and mississippi.	600,000	8	March	a & 156	pt.		1000		Loan of 1868		1893 1890
t Mortgage (E. Div.)	2,050,000	7	Jan.	& Jr	lv	New York.	1872		Mortgage Loan of 1857, conv 113,000 6 " "		1886
t Mortgage, (W. Div.)	850,000		66	~ 00	13.	- 66 66	1872		Mort. Loans of 1843-44-48 & 49. 1,521,000 6 " "	4 1	1880
Mortgage, (W. Div.)	534,000	7	"		4	44 44	1874	878	Mortgage Loan of 1868 2,700,000 7 April & Oct.		1893
come Mort., (W. Div.)	221,500		April			" "	1882 1898	004			1880 1880
onsolidated Mort. (sterling)	2,761,000 101,850		Jan.	ac Ju	uy.		1898	964			1872
Creek and Allegheny River:	101,000	1	-			London.			Mortgage Loan of 1836 stg 110,400 7* " Mortgage Loan of 1836 stg 177,600 7* "		74-177
at Mortgage (). C. R. R)	1,500,000	7	Feb.	& A	ug.	Philadelphia.	1896	831	(Dollar coupon 5,500,000 7 June & Dec. Phile		1911
st Mortgage (War. & Fkln)	580,000	7	April	& (44 **	1882	85	Consolidated Dollar registered 1,462,000 7 "		1911
onsolidated Mortgage	1,100,000	7	May	& N	ov.	"	1888	80	Mortgage Gold or stg coup. 4,000,000 6		1911
Colony and Newport:	1 000 000		35		_	Donton	1876		June 1, 1871. Gold or stg reg. Castoo "		1911
lain Bonds	1,000,000 485,000		Marc	n oc Be	pt.	Boston	1875	****	(Donar coupon)	erpma.	LULI
lain Bonds	1,450,000		Feb.	& A	no.	44	1877	1021	Philadelphia, Wilmington & Balt.: 345,000 6 Jan. & July. Philadelphia, Wortgage Loan, convertible 345,000	lelphia.	1884
aba and Northwestern:	1,100,000	1.	L'Co.		ug.				Loan of 1866. 400,000 6 April & Oct.	4]	1876
st M. land grant, gold\$16,000pm		7.3	Jan.	& Ji	ily.	New York.	1901	****	Loan of 1867 1,000,000 6 4 4	66	1887
aha and Southwestern:	1	1			- 1		1896	1	Pickering Valley (Phila, & Rdg):	-1-1-1	1000
st Mortgage \$20,000 p. m	*******	8	June	& I	Jec.	Boston.	1000		1st Mortgage, guaranteed 330,300 7 April & Oct. Phili Pittsburg, Cin. & St. Louis (Pa.):	lelphia.	1900
inge, Alexandria & Manassas st Mort. (Alex. to Gordonsville	400,000	a	Man	A 10	OF	New York.	1873		Pittsburg, Cin. & St. Lonis (Pa.): Consol, Mortgage for \$10,000,000, 6,212,000 7 Feb. & Aug. Phili	lelphia.	1890
d Mort. (Charlotte to Lynchb.	1,155,500		May Jan.	& Ji	alv.	" "	1875		1st Mort (Steph & Ind.) conv. 3,000,000 6 various.	4	1884
d Mort. " "	598,000	8	May	& N	ov.	Richmond.	1873		lst Mort. (Ct.& New'k 33m)conv 775,000 7 Jan. & July.		1890
th Mort, "	574,000	8	Marc	h& S	ept.	Alexandria.	1880	81	Pittsburg & Connellsville:	11	1000
onsolidated Mort	1,645,500	7	Jan.	& J	uly.	New York.	1882	814	1st Mortgage of 1868, tax free 4,000,000 7 Jan. & July. Ba		1898
inge and Newark:	546,000	l a	May			Momanh	1881				1889
st Mortgage ge Valley & Southern Kansas	940,000	10	May	ac I	ov.	Newark.		1		ourg.	2000
st Mortgage (5-20 years)	200,000	10	Jan.	& J	alv.	ew York.	1888		Pittsburg, Ft. Wayne & Chicago: 875,000 7 Jan. 4 July. New		1912
kosh & Miss. (M. & S. P)):			-	-			1001		1st Mortgage (Series B)	66	1912
st Mortgagevego and Rome (B.W. & O.):	240,000	8	Jan.	& J	uly.	New York.	1891		1st Mortgage (Series C) 875,000 7 March & Sept. "		1912
vego and Rome (B.W. & O.):	****					37 37 1	1916		1st Mortgage (Series D)		1912 1912
st Mortgage	500,000			& N		New York.	1891		1st Mortgage (Series L)		1912
ncome Mortgagevego and Syracuse(D.L.& W.)	112,100	9 0	Feb.	oc A	ug.				1st Mortgage (Series F) 875,000 7 June & Dec. at 2d Mortgage (Series G) 860,000 7 Jan. & July at		1912
et Mortgage, guaranteed	183,000	7	May	& N	lov.	New York.	1885		2d Mortgaga (Series H) 860,000 7 Feb. & Aug. "	46	1912
awa, Oswego & Fox River:		1	The same			21011 2 01111	Lacia		2d Mortgage (Sarles I) 860,000 7 March & Sept. "	-46	1912
st Mortgage guar. by(C.B.& Q. rensboro' and B ussellville:	1,260,000	8	Jan.	& J	uly.	Boston.	1900	964	2d Mortgage Isteries K) 800,000 7 April & Oct. "		1912
ensboro' and Russellville:		1 :				NT . TT . 1	1887		2d Mortgage (Series L) Source 7 May & Nov.	"	1912
st Mortgage for \$1,500,000 cific of Missouri (Atl. & Pac.:		. 8	Feb.	& A	lug.	New York.	1200.				1912
st Mortgage gold	7,000,000	0 6	Feb.	A 1	no	New York.	1888		Priday (O & P R R) bonds 153,000 7 May & Nov. 4		1876
d Mortgage sinking fund	3,000,000		Jan.	& J		" "	1891		Equipment Mort, of Mar. 1, 1869 1,000,000 8 march & Sept. "		1874
Real Estate (depot &c.) Bonds.	500,000	0 10	May	& I	Vov.	" "	1872		Construction bonds of Jan. 1,70 100,000 7 Jan. & July.	4	1877
t. Louis County Bonds	700,000	0 7	Me	onthly		St. Louis.	1885 1887		Plymouth, Kankakee & Pacific:		1001
st Mort, (Lex. & St. Louis)gol st Mortgage(Lea. Atch & Nev.	1,000,000		Jan.			New York.	1889		1st Mortgage for \$3,600,000 7 Jan. & July Port Huron & Lake Michigan:		1901
ducah and Memphis :	500,000	9	Apri	u ex	Oct.		-	1	1st Mortgage gold, for \$1.800,000 7 May & Nov. Ne	York.	1889
st Mortgage gold for \$2,805,000	. 1,071,000	0 7	* Feb.	80 /	Aug.	New York.	1892		Portland & Ordensb. (Me. & N. H.):	7777	100
nama:	1	1	1	-		21011	1.one	100	1st Mort. (Maine Section) gold. 800,000 6* Jan. & July. 1	ston.	1900
st Mortgage, stg £19,350			* Apr	1 &	Oct.	London.	1875 1897		Consol. Mort. gold, for \$3,300,000 6* May & Nov.	4	1901
deneral Mortgage, stg £597,800 ris and Decatur:	. 3,869,330	0 7	* 66		46	44	1091		1st Mortgage gold, for \$1,800,000 7* May & Nov. Ne		1891
st Mortgage sold	1 200 00	0 .	# Ton	4 7	ester.	Now Voul	1901		1st Mortgage gold, for \$2,300,000 6* May & Nov. 1 Portland and Oxford Central:	ston.	rost
terson and Newark (Erie):	1,200,00	9 .	Jan.	ec o	my.	New York.	-	1	1st Mortgage of 1863	rtland.	1888
st Mortgage guaranteed kin, Linc. & Decatur(TW&W	500.00	0 7	Jan.	& .1	ulv.	New York.	1878		Portland and Rochester:	OPTION OF	1340
kin, Linc. & Decatur(TW&W):				-3.		1	-	lat Mort (Portland Loan)akg fd (00,000) o linn, & July I	rtland.	1887
st Mortgage, guaranteed	- 1,076,00	0 7	Feb.	& 1	Aug.	New York.	1900		1 let Mortgage (ential lien) 000,000 7 [April & Oct.]	oston.	1887
mberton & Hights.(UC of NJ)	100.00	0 .	Ton		in land	Dhille Jale Li	1889		2d Mort. Sept. 1, 1871 for \$450,000	(31) 38	1691
st Mortgage guarantecd mberton & N. York (N.J.S.):	160,00	0 7	Jan.	& J	uly.	Philadelphia			Port Royal (S. C.): 1st Mortgage gold, skg fd 1,500,000 7 May & Nov. N. Y	& Lond	1889
st Mortgage, guaranteed	. 500,00	0 7	1			New York			1st Mort. gold, guar. by Ga. Co. 1,000,000 70 " " "	44	1889
uinsular Kallway:			1				1000		Pougkeepsie and Eastern :	111111	
st Mortgage gold (S.F.)1st serie		0 7	May	& 1	Nov.	N.Y. & Lond	1. 1899		1st Mort. gold, conv. & tax free. 800,000 7 Jan. & July. No.	York.	1910
st Mortgage gold (S.F.)2d serie nasylvania:	979,00	0 7	"		66	" "	1800			dance	1880
st Mortgage (Harr. to Pbg)	. 4,972,00	0 ,	Tan	4	Inle-	Philadelphia	1880	101	1st Mortgage 300,000 6 Jan. & July. Pr	vidence.	1000
ld Mortgage (")			6 Any	il	Oct	Philadelphia	1875	99	Quincy, Alton and St. Louis: 1st Mortgage gold	delphia.	1882
2d Mortgage (")ate	0 000 04	0 6	Apr			LOUIDOIL	1875		Quincy and Toledo (T., W.& W.):		ALC: UN
deneral Mortgage (coup.& reg.). 18,604,50	10	8 J. A	L. J.	k 0	. Philadelphia	1910	93	1st Mortgage, guaranteed 500,000 7 May & Nov. No.	York.	1890
state lien for \$17,500,000, skg f	d 5,758,90	06	Apr	il &	Oct	Harrisburg.	12-	90	Quincy & Warsaw (C. B. & Q.):	1	1000
nnsylvania Coal: st Mortgage	KARE	10	7 Pos		A	Now Y	1881		1st Mortgage, guaranteed 800,000 8 Jan. & July. I	ston.	1890
nnsylvania and Delaware:	042,00	10	7 Feb	. 00	aug	New York.	2001		Reading and Columbia (P.& R.).: 850,000 7 March & Sept. Ne	York.	1882
st Mortgage	- 360.00	00	7 Feb	. de .	Ane	Philadelphia	1901			umbia.	1884
ncome Mortgage	310.00		7 Mar	ch &	Sept	" " "	1891		Renaselaer and Saratoga:	-	19480
nnsylvania & New York(L.V.):						100		let Mortgage	roy.	1878
st Mortgage guaranteed			7 Jun	e &	Dec	. Philadelphia	1896	97	2d Mortgage	44	1880
oria & Bureau Val C R LA P	1,500,00	UU	7 "		46	**	1906		3d Mortgage	77	1887
oria & Bureau Val(C.R.I.& P	800 0	00	9 Y		Yest	Now Wast	1877		1st Mortgage (Sara, & Whiteh.). 400,000 7 March & Sept. No. 1st Mort (Troy, Salem & Ruth.) 500,000 7 May & Nov. 4	v York	1886 1890
lst Mortgage guaranteed oria & Hannibal (C. B. & Q.):	600,00	00	8 Jan	. &	uly	. New York.	2011		1st Mort. (Troy, Salem & Rutl.) 500,000 7 May & Nov. 4 1st Mortgage (Glenn's Falls) 125,000 7 Jan. & July.		1894
let Mortgage, traffic guarantee	600,00	00	8 Jan	. &	Tule	Boston.	1878			11/11/2/2	1002
orna, Pekin and Jacksonville:	1		Oall	-	Jary	2Joseph.				hmond.	
1st Mortgage	1,000,00	00	7 Jan	. de .	July	. New York.	1894		Virginia State guar. bonds 157,800 6 "	a	1875
1st Mortgage	1,000,00	00		ril &			1900		Consolidated, Mortgage 1,722,000 6 May & Nov. Nov.	v York.	76-1
ona and Lock Island:			1				1000		Rich., Frederickburg & Potomac:	The state of the s	2.040
1st Mort. gold, conv. & tax fre hiladelphia and Erie (Penn.):	e. 1,500,00	00	7" Feb	. &	Aug	N.Y. & Lon	d. 1900		Il Dieling Doan	ondon.	1875
lst Mortgage (Sunb & Erie 40r	1 000 0	00	01 4		0	Dhile dalak	1877	101	Dollar Loan	hmond.	1881
and Mortgage Whole road 28747	1,000,00 1) 5,000,00	00	61 Ap	rii de	UCI	Philadelphia	1881	101	Dollar Loan	A 200	1875
2d Mortgage (" " " Gen'l M. for \$20,000,000, gold i	31 8 000 O	nni	7 Jan	. &	Tul	. "	1888		1st Mortgage 130,500 7 June & Dec., R.	hmond.	1875

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Late		Payable.	Due.	Price.	Description of Bonds.	Amount.	Sate.	Interest		Due.
			When.	Where.		-		-	_	When.	Where.	-
Rockford, R. Island & St. Louis: 1st Mortgage tax free	49.000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918		Sioux City and Pacific: 1st Mortgage gold	\$200,000	64	Jan. & July.	Boston.	1898
Rome, Watertown & Ogdensb.:	-			13.			Somerset (Me. Central):					
1st Mortgage, (W.&R.)Skg Fund 1st Mort. (Potsdam & Watert.).	799,900 327,000	7	June & Dec.	New York.	1880	****	South Carolina:	560,000	7-	June & Dec.	Boston.	1891
Consolidated Mort. Skg Fund			4 4		1891		lst Mortgage Sterling		5*	Jan. & July.	London.	182-188
Rondout and Oswego: 1st Mortgage, gold \$20,000 p.m		7*	Jan. & July.	New York.	1890		lst Mortgage (L.) currency Domestic (H) Bonds		7	April & Oct.	New York. Charleston.	1872
Rutland (Verm. Cen.& Can.):		_					Domestic (G) Bonds	342,500		Jan. & July.	44	'73-'74
Equipment Mortgage, tax free	500,000		May & Nov. March & Sept.	Boston.	1880 1880		Domestic (I) Bonds			April & Oct.	44	'88-'91 '80-'92
Equipment Mortgage			march w Sept.		1000		Domestic Bonds Domestic (special) Bonds	78,000 71,260	7	Jan. & July. various.	66	172-174
1st Mort. (Cal. & Baring)	95,200		Jan. & July.	Calais, Me.	1879		South Florida:					
2d Mort. (" ") Calais Loan (Lewey's Island)	17,500		June & Dec.	44	1879 1876		1st M. endor.by State \$16,000pm South Georgia & Fiorida (A.& G):	*******	8	***********	***********	****
t. Joseph & Denver City:	10						lst Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888
1st Mort. (E. D.) gold tax free 1st M.(W.D)land grant, g'd tax fr	1,512,000	84	Feb. & Aug.	N.Y. or Lond.	1899	102 974	South Mountain Iron(Cumb.Val):	200,000	7		"	1889
t. Louis, Alton and Terre Haute.	Laborator S		1				1st Mortgage guaranteed			June & Dec.	Philadelphia.	1888
1st Mortgage (Series A) skg fd.	1,100,000 1,100,000	77	April & Oct.	New York.	1894 1894	****	2d Mortgage for \$200,000	179,060	7	March & Sept.	4 -	1884
1st Mortgage (Series B) skg f'd. 2d Mortgage preferred (Series C)	1,400,000		Feb. & Aug.	66 46	1894	91	South and North Alabama. 1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	46 46 64 46	1894		South Pacific (Atl. & Pac.)					
2d Mortgage Income (Series E) Equipment Mortgage	1,700,000	10	March & Sept.	44 44	1884 1894	824	1st Mortgage gold, assumed South Shore (Mass.):	7,189,000	0-	Jan. & July.	New York.	1888
t. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880
1st Mortgage, gold \$16,000 t. Louis and Iron Mountain:		7*	Jan. & July.	New York.	1901		South Side (L. L.):					100#
1st Mortgage	4,000,000	7.	Feb. & Aug.	New York.	1892	974	South Side, Va. (A.M.& O.):	2,250,000		Mar. & Sept.	New York.	1887
tt. Louis Jacksonv. & Chic. (C&A):						-	1st preferred bonds	675,000	8	Jan. & July.	New York.	184-190
1st Mortgage Mar. 16, 1864 guar. 2d Mortgage May 1, 1868 guar. 3t. Louis, Kansas City & Northn:	2,929,000 548,000		Jan. & July.	New York.	1894 1898	95	2d preferred bonds		6	81 81 81 81	65 65	'84-'90
t. Louis, Kansas City & Northn:	0.000.00						Southern Central:		1.5			
t. Louis, Lawr. & Deny. (Pacific):	6,000,000	1	Jan. & July.	New York.	1901	62	1st Mortgage, skg fund conv Southern Iowa and Cedar Rapids	1,500,000	7	Jan. & July.	New York.	1900
1st Mortgage gold, guaranteed t. Louis and South Eastern:	1,000,000	6*	Jan. & July.	New York.	1901		1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900
t. Louis and South Eastern :	2,250,000	7	May & Non				Southern Minnesota:					
1st Mort. gold skg fund conv 1st M.(Evans.D.)gold skg f'd,con			May & Nov.	New York.	1894 1896	***	1st Mortgage land grant tax free 2d Mortgage, land grant	3,600,000		April & Oct. Jan. & July.	New York.	'78-'8 1890
t. Louis and St. Joseph :							Southern (Cal.) Pacific:					1
t. Louis, Van & T. H. (T.H.&I.):	1,000,000	0.	May & Nov.	New York.	1893	****	1st Mortgage gold for \$28,000,000. Southern Pennsylvania:	5,750,000	6		************	
let Mortgage, guaranteed	1,899,000		Jan. & July.	New York.	1897-		lst Mortgage gold	625,000	7	March & Sept.	Philadelphia.	1890
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	44 44	1898		2d Mortgage gold	88,000	7	" "	"	1880
2d Mortgage (B) convertible Income Mortgage	799,000		March 1.	Pittsburg.	1898 1891	****	South Western (Cen. of Ga). Plain Bonds, various conv	391,000	7	various.	Macon.	172-18
Paul and Chicago (M.& St.P.):							1st Mortgage (Muscogee) conv.	800,000		4410410	ii ii	1721-7
1st M. land gr.gold skg f'd endor t. Paul and Pacific 1st Division :	4,000,000	1.	J. A. J. & O	New York.	1900	****	Spartanburg and Union: 1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879
1st Mort. (St.P.to St.Anth.)10m.	120,000		March & Sept	New York.	1892		1st Mortgage not endorsed	198,370		" auy	Charleston.	1879
1st Mort.(St. Paul to Wab.)70 m. 2d M.(N. Line)80 m.& 1st land gr	1,200,000		Jan. & July. June & Dec		1892 1892		Springfield & Illinois S. Eastern:	9 400 000	ns.	Dah & Ann	N7 37 hr	1000
General Mort. (R. R. & Lands)	2.020,000	7	Jan. & July		1092		1st Mortgage gold, tax free 2d Mortgage gold, tax free	3,400,000 1,000,000		Feb. & Aug.	New York.	1900 1900
General Mort., (R. K. & L'ds) stg	1,000,000		44 46	London.	****		Springfield and Northwestern :					
1st M .(W.Line) R.R. & Lands 2d M. (W.Line) R. R. & Lands	3,000,000		_ & _	New York.			1st Mortgage gold, skg fund	20,000pm	1.	Feb. & Aug.	New York	1901
L. Paul and Sioux City:							1st Mortgage	200,000	7	Jan. & July.	New York.	1886
1st Morigage \$16,000 p. m Land Stock on 400,000 acres	2,000,000		Jan. & July. J. A. J & J.	New York.	1896		Sterling Mountain: 1st Mortgage	850,000	7	Jan. & July.	New York.	1874
t. Paul, Stillwater & Taylor's F.						1	Sullivan (Verm. Central):			oan. a omy	New Tork.	1014
let Mortgage for \$450,000 alem (W. Jer.):	*******	8	Jan. & July	New York.	1901	****	1st Mortgage				Boston.	1875
1st Mortgage guaralem and Lowell (B. & L.):	100,000	6	Jan. & July	. Philadelphia	1878		2d Mortgage	250,000	6	Feb. & Aug.	"	1880
alem and Lowell (B. & L.):	000 000			-	1	1	lst Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886
and., Mansfield & Newark (C&O.	226,900	6	beb. & Aug	Boston.	1878	****	Summit Branch: 1st Mortgage	174,000		Jan. & July.	Philadelphia	1875
	2,525,000	7	Jan. & July	New York.	1909	****	Sundury and Lewiston :		-		-	
an Fran., Oakland & Alameda:	1 500 000	8*	Jan. & July	New York.			1st Mortgage gold Superior and St. Croix :	1,200,000	7	April & Oct.	Philadelphia.	1890
aratoga & Whitehall (R. & S.):				1	****		1st Mortgage, \$16,000 p. m		8			
1st Mortgage, guaranteed avannah and Charleston:	400,000	7	March & Sept.	New York.	1886	****	Superior and Northwestern :		1 0			1
let Mortgage (Sav. & Char.) bonds	500.000	7	Jan, & July	New York.	1889		Ist Mortgage, \$16,000 Suspens. Brid. & Erie Junc.(Erie)		8	******		
State guaranteed (C.& S.)bonds.	505,000	.6	Jan. & July. May & Nov.	Charleston.	1870		1st Mortgage		7		New York.	
Funded Interest bondsavannah, Griffin & North Ala.:	157,400	1			1889		Sussex (N. J.):	200,000	1			1873
lst Mortgage for \$500,000 guar avanuah and Memphis:	152,000	7	Jan. & July	Macon.	1891		1st Mortgage	200,000	17	April & Oct.	Sussex.	1010
1st Mortgage gold, endor	146 000mm		May & Nov				1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	
chenectady & Susq.(D.&H.Can.)					1890	****	Syracuse, Bing. & N.Y. (DL&W) 1st Mortgage	1,400,000	7	April & Oct.	New York.	1879
lst Mortgage gold, tax free eaboard and Roanoke:	300,000	7.	Jan. & July	New York.	1900		2d Mortgage	270,000		June & Dec.	11 11	1887
eaboard and Roanoke: lst Mortgage	210,000	7	Jan. & July	New York.	1800		Syracuse and Chenango Valley: 1st Mort. gold, for \$500,000			Feb. & Aug.	Now Vork	1891
elma and Gulf:			0.000				Tebo and Neosho (M. K. C.& T.)					
let M. (guar. by Ala.) #10,000pm	1	8	April & Oct	New York.	1890		let Mortgage gold, skg fund Terre Haute & Indianapolis:	1,163,000	7	June & Dec.	New York.	1903
tat M gold &r. DV Ala. \$10.0000m		8	March & Sept	New York.	1889		Ist Mortgage	800,000	7	April & Oct.	New York.	1897
ilma. Rome and Dalton:	04.00		I no 1				Tioga:		1			
let Mortgage, tax free	4.000,000	7	April & Oct Jan. & July	New York.	1887 1890	****	1st Mortgage	243,000	7	May & Nov.	New York.	1872
Equipment Mortgage	230,000	10	" "	66 66	1881		1st Mortgage (E. Div.) 110 m	1,600,000		June & Dec.		1894
hamokin Valley & Pottsv.(N.C.)	700 000	7	Feb. & Aug	Philadelphia	1879		1st Mortgage (E. Div.) 110 m 1st Mortgage (W. Div.) 117 m 2d Mortgage (W. Div.) 117 m	1,800,000	7	Feb. & Aug.		1896 1886
let Mortgage, guaranteed heboygan and Fond du Lac: let Mortgage	100,000		-			1	Equipment Mort, sinking fund.	. 94.000	8	Jan. & July.	84 66	1879
1st Mortgage	729,000			New York.			Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	44 . 14	1910
henango and Allegheny:	694,000	8	April & Oct		1896	****	Tom's River & Watert (N.J. So.)	250,000	7	June & Dec.		1910
1st Mortgage extension	638,000	7	April & Oct	New York.	1889		lst Mortgage guaranteed	80,600	7		New York.	1888
hepaug Valley (Ct.):		-					Troy & Bennington (T. &):	10	1			
Shepaug Valley (Ct.): 1st Mortgage Shore Line (N. Y. & N. H.):	200,000		April & Oct	New York.	1891	****	1st Mortgage skg fund, uar Troy and Boston:	100,600	7	Jan. & July.	Troy.	1878
1st Mortgage construction	200,000	7	March & Sept	Boston.	1880		1st Mortgage	- 300,000		Jan. & July.	New York.	1887
Bonx City and St. Paul: 1st Mortgage Land Grant Mortgage gold	700,000	8	May & Nov	New York.	1901		2d Mortgage	- 800,000 - 650,000	7	April & Oct.	4 4	1885
	500,000	2	Jan. & July	STORY & ULAS			Conwertible Rands	648,000	1 .	- TION	4 4	1882

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	tate.			Payable.	Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest		Due.
	3 3	B	Whe	n.	Where	-	A		21	B	When.	Where.	a
ledo, Wabash and Western:	\$900,000	7	Feb. &	Ang	New York.	1890	95	Western Maryland:	4400 000				1000
st Mort. (Tol. & Ill., 75 m.) st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	66	66	"	1890		1st Mortgage	\$400,000 200,000	6	Jan. & July.	Baltimore.	1890 1890
st Mort.(Gt.W.R.R.W.D.100m) st M. (Gt. W.Rwy of '59, 181m)	4,000 2,500,000	10	April & Feb. &		66 66 66 66	1868 1888	001	2d Mort. "	300,000	6	4 4	4	1890
st Mort. (Quincy & Tol 34 m)	500,000	7	May &	Nov.	44 46	1890	934	2d Mort. endor. by Wash. Co 2d Mortgage preferred	800,000 600,000		. 44 44	4	1890 1895
st Mort. (Ill. & So. Iowa 42 m.) d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	Feb. &	Aug.	66 66 66 46	1882		3d Mortgage endor, by Balt	875,000	6		44	1900
d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	May &	Nov.	66 65	1878 1871	94	Western Pacific (Cen. Pac.): lst Mortgage assumed, gold	2 735 000	6*	Jan. & July.	New York.	1899
d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	66	86	66 66	1893	90	Western Pennsylvania (Penn.):					7.00
Equipment (Tol. & Wab. 75m.).	2,700,000	7	F. M. A.	& N	11 11	1883 1907	894	1st Mortgage (main line 57 m) lst Mortgage (Pittsb. Por.28 m.)	800,000	6	April & Oct.	Philadelphia.	1893 1896
consol. Mortgage (500 m.)st M. (Dec. & East St. L. 109m.)	2,700,000	7	66	"	66 66	1900	89	Western Union (M.& St. P.):	1,000,000		Jan. & July.	4	Tono
oy, Salem & Rutland(R.& Sar.):	500,000	-	War &	Man	Now York	1890		1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896
t Mortgage, guaranteed y Umon (and Depot):			May &					West Jersey: Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883
st Mortgage, guaranteed	500,000		Jan. &	July.	New York.	1873		1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	4	1896
Mortgage, guaranteedkerton:	180,000	6		**		1878		Consolidated mort. Apr. 1, 1869. West Wisconsin:	998,000	7	April & Oct.		1900
t Mortgage	400,000	7	April &	Oct.	Philadelphia.	1901		1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896
on Pacific: t Mortgage gold, tax free	27.237.000	a*	Jan &	July	N. Y. & Bost.	96-99	88	Whitehall & Plattsburg (M.& P.):	050 000		Ton & Tules	Dhiladelahia	1000
Mortgage (Gov. subsidy)	27,236,000	6	4	"is	66 66	196-199		Wicomico and Pocomoke:	200,000	0	Jan. & July.	Panadelphia.	1000
t Mort. Land Grant		7	April &	Oct	44 44	1859 1874	804	1st Mortgage	200,000	7	Jan. & July.	New York.	1878
maha Bridge B'ds, stg£250,000	2.500,000	10 8*				1896	864	Williamston and Tarboro':	350,000	9	May & Nov.	New York.	1900
on Pacific (Central Div.):								Vilmington, Colum. & Augusta	350,000	0	may & 110v.	New TOTAL	
t Mortgage gold, tax free Mortgage (Gov. subsidy)	1,600,000 1,600,000		Jan. &	Nov.	New York.	1895 '96-7-8	••••	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900
on Pacific, S. Br. (M.K. & T.):								1st mortgage	1,500,000	8	Jan. & July.	New York.	1897
t Mortgage gold, skg fund on & Titusville(O.C.& A.Riv.);	3,595,000	6*	Jan. &	July.	New York.	1899		18t Mortgage, endor, by N. Car.	1,000,000		" "	" "	1897
t Mortgage	500,000	7	Jan. &	July	New York.	1890		Wilmington and Reading:	1,250,000	7	April & Oct.	Philadelphia.	1900
ted Companies of New Jer.:		•						20 Mortgage coupon or regis	723,600		The state of the	- madeipina	1902
nking Fund sterling £262,000. oan of 1875 (Joint Companies)	1,268,080 675,000		April &	Oct.	London.	1880 1875	****	Wilmington and Weldon:	100		Ton & Tol	Tandon	1901
oan of 1875 (New Jersey Co.).	300,000	6		Aug.	Philadelphia. New York.	1875	****	Sterling Bonds	221,400	7	May & Nov.	London.	1881
oan of 1883 (" ").	450,000	6	44	"	44 45	1878		Sinking Fund gold, Bonds	710,000	7	Jan. & July.	New York.	1896
oan of 1883	1,700,000 866,000		May &		Philadelphia. Princeton.	1883 1889	92	Wilmington and Western (Del.):	400,000	7 2	J. A. & J. O.	Wilmington.	1892
onsolidated(morit)Loan of 1889	5,000,000	6	June &	Dec.	Philadelphia.	1889	98	lst Mortgage, Jan. 1, 1872 Winona & St. Peter (C. & N. W.):				w numgion.	1002
erling Loan £369,200 erling Loan £360,000	1,846,000			Sept.	London.	1884		1st Mortgage \$20,000 p. m 2d Mortgage \$12,000 p. m			Jan. & July.	New York.	1890
oan of 1888	154,000	6	66			1888		Land Grant Mort. gold, skg fund	1,565,000 4,375,000		June & Dec.	4 4 -	1890
ond to State of New J.(NJCo)	100,000		Feb. &	Aug.	New York.			Wisconsin Central:			-		
ond to State of N. Jer. (U.Co's) oan of 1894	2,000,000				*************	1878	****	lst M. L. G.,gold S. F.\$25,000pm Worcester (Md.):		7*	Jan. & July.	Boston.	1901
a and Black River:								1st Mortgage	210,000	6	Jan. & July.	Baltimere.	1891
t Mortgage	351,500	7	Jan. &	July.	N. Y.& Utica.	1878		Worcester and Nashua:					1000
t Mortgage		7						Plain Bonds	125,000 75,000		Jan. & July.	Boston.	1890 1890
a, Ithaca and Elmira:								CANAL BONDS.	10,000			10 10	1
t Mortgage gold, skg fund mont Central:	25,000 m	7*	Jan. &	July.	N. Y. & Lond,	1892		Chesapeake and Delaware:					111
t Mortgage consolidated	3,000,000	7	June &	Dec.	Boston.	1886	784	1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886
Mortgage cousolidated t Mort.(Stan., Sheff.& Ch.R.R.)	1,500,000 500,000	7	Ton &	16 T-1-1-	44	1891 1887	28 78	Chesapeake and Ohio:		100		5 3 3 3 1 6	
uar. Stock (Vt. & Ca.R.R.)	2,500,000	8	Jan. &			1001	981	Maryland Loan sinking fund	2,000,000 4,375,000		J A. J. & O.	Baltimore. London.	1870
quipment Mortgage	1,000,000	8			44	'76-'77		Sterling, Loan guaranteed Preferred Bonds (next lien)	1,699,500		Jan. & July.		1885
quipment Mortgage mont and Massachusetts:	1,000,000	8	"	44	66	1889	99	Delaware Division (L.C. & ;	900,000		Ton & Tule	Philadalahia	1970
t Mortgage sinking fund	550,000	6	Jan. &	July.	Boston.	1883		1st Mortgage, guaranteed Delaware and Hudson:	800,000	0	Jan. & July.	Philadelphia.	1010
onvertible bonds, tax free mont Valley (Rutland):	200,000	7	4	#	66	1879	100	st Mort- 1st series, Nov. 1, 1867. gage re- 2d series, July 1, 1869.	1,500,000			New York.	1877
t Mortgage	386,000	7	April &	Oct.	New York.	1860		gage re- 2d series, July 1, 1869.	3,500,000 5,000,000	7			1884
t Mortgage	114,000	6	4	46	Boston.	1860		gistered. (3d series, Jan. 1, 1871 Delaware & Raritan See U'd Co's	0,000,000			110	1001
Mortgage ssburg and Meridian:	293,200	7	"	44	New York.	1859		Lehigh Coal and Navigetien					1004
eneral 1st series (red) 2d series (blue)	722,500	7	Jan. &	July.	Philadelphia.	1890		Mortgage Loan reg.	2.0, 0.000	6	J. A. J. & O. F. M A. & N.	Philadelphia.	1897
eneral 2d series (blue) rigage 3d series (black)	890,000	7	4	"	16	1890			4,844,000	6	June & Dec.	44	1897
4th series (not end.)	154,000 1,273,000		April &		44	1890 1880		Convertible Loan, gold	922,000	6	June & Dec.	4	1894
ecial Loan 1871	225,439	8	Jan. &		"	1880			1,496,879		1		
Mortgage tax free	750,000	7	April &	Oot	New York.	1890		1st Mortgage	103,000	6	Jan. & July.	New York.	1887
inia & Tennessee(A.M.& ().):			-						500,000	6	April & Oct.	Philadelphia.	1876
Mortgage	494,000 990,000	6	Jan. &	July.	N.Y.&Lynch.	1873 1884		2d Mortgage.	285,000 236,965	6	4 4	4	1876
Mortgage	846,000	8	March &	Sept	4 4	1900	90	Preferred Stock Dividend Serie	1 103,164	7	Feb. & Aug.		1899
egistered Certificates anded Interest	123,208	8	Jan. &		66 46	71-75		Pennsylvania:	100,104			a bounded	6
come Mortgage (fundable)	204,200 112,500	8	44	66	44 44	1880 1866		Pennsylvania: lst Mortgage skg fund guar lst Mortgage (Wy. Val. Can.). lst Mortgage (Eric Canal). Interest Bonds (Eric Canal) 1850	2,205,000	6		Philadelphia.	1887
kill Valley (Erie):							1	1st Mortgage (Wy. Val. Can.)	600,000 743,654	7		44	1878
Mortgage gold, tax free e River (Vt. Cen.):	20,000pm	7*	April &	Oct	New York.	1910		Interest Bonds (Erie Canal) 1850	161,980	7	4 4	44	1873
Mortgage gold, for \$750,000 ren (D. L.& W.):	462,000		June &	Dec	New York.	1890		DCHUYIKIII NAVIZBUOD(Ph.& ROZ)	1,748,957	6	March & Sept.	Philadelphia.	182-19
ren (D. L.& W.) : Mortgage, guaranteed								1st Mortgage2d Mortgage	4,016,670	6		a maderpina.	1882
Mortgage, guaranteed	511,400 750,000		Feb. & May &	Aug.	New York.	1875 1900		2d Mortgage	85,222 302,500	6	44 44	4	1876
ren & Franklin(O, C.& AllR).:		1.7	1000				****	Improvement bonds	302,500 756,650	6	May & Nov.		1870
Mortgage, assumed	580,000	7	April &	Oct.	Philadelphia.	1882	851	Boat and Car Loan	628,100	6		4	1889
t Mortgage	85,000	7	April &	Oct.	New York.	1880		Coupon Bonds	1,079,000	7	Jan. & July.		1895
shington and Ohio: t Mortgage gold, \$9,000,000							1	Susquehanna (S. & Tide Water): 1st Mortgage	227,000	6		Philadelphia.	1894
ertown & Rome (R.W. & O.):	*******	7,	April &	Oct.	New York.	1891		2d Mortgage	700,000	6	44	"	1885
nking Fund Bonds	799,900	7	March &	Sent	New York.	1880		3d Mortgage stg	874,000	6*	" "	London.	1878
t Mortgage		1		•				1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894
	108,400 1,072,300	7	Jan. & April &	July.	Philadelphia.	1878 1891	1024	2d Mortgage	300,000	6	" "	44	1885
METH OF Alabama			-				****	3d Mortgage	437,000	6		44	1878
t Mortgage (Western R.R.) t Mortgage (M.& W.Point R.R.)	600,000 750,000	8	April &	Oct.	New York.	1888		1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883
l Mortgage (consols guar.)	1,146,000	8	4	"	44 44	1881 1900	••••	West Branch and Susquehanna: 1st Mortgage			June & Dec.	The Property of	100
	613,400	-						II ABU MUITERARC		- 65	THE LITTLE AV. I LOC	- managambia	2257K

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

service (a) occurring in the column headed "Rolling Stock" significe that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (----) signify "not ascertained."

Land Grant Railroads are printed in "Railroads are distinguished by a "f."

						0, 10, 7	2155	110	44.6		-12					_	_			_	_			_
Value	Shares	Market.	\$ p.c.	3888	888	9998	2000	100 160 100 135 100	100	1000	9000	100 140	90000	888	100 108	100 127	100 812	2008	90	8888	100 103	888	8888	500 118
	I	Dividends.	8 111	III	a	111	487	02	117	1 13	100	100	2	70	1111	100	100	0 0	11	1 2	00	10	1.0	1 9
ngs.		Net	18,116	88,007	78,839	778,868 395,817 24,119	12,480	2,974,268	36,000	237,794	12,500 863,186 56,416	110,948 186,879 511,550	279,604	250,000	1,041,042	42,432	159,229	72,720 231,106		479,675	68,323	270,931	59,886	063,299
Earnings		Gross.	67,824	1,706,033	182,580	4,434,101 1,031,971 109,860	32,944 80.587	8,427,728 381,924 561,885	36,000	872,227	Coal Co.) 5,785,987 286,281	470,732 934,754 1,563,658	1,049,120 Erie.)	nk.) 54,455	2,156,846 Mo.River	Amboy.)	334,444 212,924 218eV.)	158,742 655,812	Jentral.)	182,563 3,764,493	4,393,514 842,436 7 990,711	30,000 30,000	677,326 677,326	d Read.)
	ne mile.	Freight.	Tons. 635,940	43,208,884	y cuesar	32,353,696	Grand Tr 61,100				all Brook 10 mos. 10 mos.	10 mos. 10 mos. 10 mos.	rated by	randTru	ngton &	Camd. and	10 mos.	Dela I	Illinois	Chic. and	8,096,552 & Ohio.)	Centri.)	7,213,298	Phila.a
Operations.	Carried one mile.	Passen- gers.	Number. 405,771	1,311,323	a ober	4,139,269	oper. by 500,053				oper. by F	nzaśnośc	ed & op e	oper. by G	by Bur II	oper. by C	d oper.b v	d oner	d oper.by	d oper.by	0,499,888 15 oper. by B.	Erie & N	oper.by D 3,086,373	d oper. by
0	-	Trains Moved.	M. N. 31,188	139,949	87,679	,351,608 616,110 94,598	Leased & 20,032		54,310		Leased &		(Le as	Leased & 31,934	Operat ed	Leased &	Leased an	327,491	eased an	Leased an	345,045 46 Leased & 502,103	(Oper. by	427,428	Jeaned an
-	R	ailroad erated.	80.0 296.0	132.0	420	\$44.0 95.0	16 5	30.0	267.0	80.0	268.9	177.0 67.5 144.1	08.0		1111	141.0	65.9	67.5	14.7	100.0	97.02	104.6	25:4 038 63.8 63.8	511.0 2,
		Surplus Income.	-	786,226	77.787	88,811		21,375,051 355,984			4	932,176 1,002,978	504,422		2,156,846		50,699 469,124			106,552		801,193	168.872	285,238
	ities.	Accounts.	1,766,923 2,500,009 414,921	674,165	8 679	659,901 87,772	175,197	1,893,629	105,000	970,468	484,370	384,844	449 664	107,655		44,437	159,473 51,424 211,274			1,012,046	1,568,043	754,521	10,000	455,000 520,584 888,093
e Sheet,	Liabilities.	Bonds.	\$ 930,000 7,893,000 4,154,925	425,000	848,000 848,000	2,986,200 2,986,200 200,000	8,149,920 20,000 471,200	20,000	3,000,000 150,000 99,000	2,244,500	48,000 1,764,520 800,500	255,000	5,980,000	3,867,790	2,445,000 0,855,700 3,380,000 400,000	2,500,000 9,570,059 838,000	990,100 125,000 200,000	441,850	200,000	3,615,000 3,200,000 789,000	2 1,000 500,000	1,233,295	300,000 3,919,962	506,000
al Balance		Stocks.	3,763,000 2,700,000 3,067,800	350,000	1,815,000	9,598,695 1,512,864 1,795,225	3,994,900 194,250 550,000	8,550,362 1,650,000 5,680,685	2,000,000 625,000 600,000	995,800	250,000 9,413,200 872,600	2,215,000	,898,000 ,286,000	,62 5 ,000 950,000 498,552	2,445,000 1,638,132 1,000,000	,500,000 ,847,800 332,925	,130,795 915,577 447,000	426,900	281,164	666,500 966,500	000,000	380,000	275,000 275,000 354,027	871,900 350,972
Abstract of General 1	8	Accounts and Cash.	-	8,879	98 030	278,879		375,984			68,790	131,677	016,782			::	98,127			106,298 4	2,210,558 15	228,100 2	198,490	552,625 11
	eta.	Assets.	**	984,551	9.500		1 1 1	8,444,220 1,	256,941		2,154,639 1,				133,071		8,220			797,260 1,1		157,492 2	35,630 1,1	
A	and Assets	Rolling Stock.	82.644	* * *		••••		18,	50,000	100.000	64		*	13,929	16,333	* *	\$28,543	**		* * *	4,000 4,6		751,588	0
	Property	Railroad.	\$ 881,918 500,000 108,372	284,814 800.000 445,000	000,000	598,596 073,388 177,028	329,287 217,812 050,000	027,824	5,000,000 950,500 323,291	125,365	938,629 938,629 205,983	469,955 171,995	878,000 878,000 869,500	192,790 396,088 587,292	878,000 881,183 1,4	000,000 527,160 715,362	762,832 3. 154,779 3.	42,157 26,500 80,110	73,768	88.88 8.00,00 9.00,00 9.00,00 9.00,00	96,817 2,67	50,000	75,734 76	81,923
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An actorics (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained I and Grant Railroads are printed in "Railroads are distinguished by a "1," RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An extract (*) occurring in the column headed "Rolling Stock" significe that the cost thereof is included, in that headed "Railroads are distinguished by a ""." and running dots (.....) signify "not ascertained." It and Grant Railroads are printed in "Hairor." State-aid Railroads are distinguished by a ""."

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Value	Shares	Market.	
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1,24	2,000 1,207 1,207 1,406 1,406 1,004	216,087 2,154,689 1,586,074 1,886,074 85,154	258,679 13,245,880 19,947,779
38,426	881,640	119,908 178,683 178,683 18,083	985,716
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k Me ridian nd Dal nd Dal nd Milegh Pacifi ral L) ral L) ral Ran Gesota	ili So. Tili So	d Obio hd Phi hd Phi hd Tarb dson H arlotte nd Au nd Au representation Reserved Rese	NALA NALA Obio Obio Obio Obio Obio Narian Vigatia
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REF	ERRED & GUAL	CANTEED :	TOURS
(Marked thus	with an asterick (*) ar (†) have equal dividen	e guaranteed by ds with lessees	lessees and stock.)
1-1-	Companies.	Amount	Paid. sp. aid.

	1	Di	1,4-	1
COMPANIES.	Amount	-	'ds	rice.
COMPANIES	out-	Rate.	Paid.	Pri
	standing.	R	H	
RAILBOAD STOCES:	44 646 666			
Atlantic & Gt. West'n (O. D.,) pref. Atlantic and St. Lawrence* guar	\$1,919,000 2,494,000	4	4	
B-Min and Ohio myof	8,000,000		6	150
Berkshire, guaranteed. Biosaburg and Corning, guar. Boston, Ooncord and Montreal, pref. Buffalo, N. York and Eric, guar. Camden and Atlantic, pref.	600,000 250,000		5	****
Boston, Concord and Montreal, pref.	1,340,000	-6	6	861
Buffalo, N. York and Erie, guar	950,000 753,695	7	7	74 80
Camden and Atlantic, prei	2000,000	7	7	90
Clatawiss, * pref. and guar	589,110		9	
Cedar Rapids & Missouri, preferred	755,000	7	7	
and guaranteed	400,000	7	7	38
Chemung, quar	380,000 2,017,815	8	6	821
Cheshire, preferred	2,425,400	7	10	120
Chicago and Alton, pref. Chicago, Iowa and Nebraska, guar. Chicago and Northwestern, pref.	2,600,000		10	
Chicago and Northwestern, prei	20,370,293 2,056,000	7	7	901
Cleveland and Toledo.* 1 guar	6,250,000		8	
Connecticut and Passumpsic Rivers,	177,750	8		•••
Connecticut and Passumpsic Rivers,	1,822,100	6	6	91
preferred Oumberland Valley, 1st pref 2d pref	241,900	8	8	114
" 2d pref	242,000 594,261	8	8	
Delaware, guaranteed Detroit & Milwaukee, preferred and	4 4 W I		0	
guaranteed	1,500,000	6		
guaranteed	1,988,170	7	7	
and guaranteed Dubuque Southwestern, pref	330,308	7	7	974
Eastern (N. H.,)* guaranteed	492,500		8	****
Eastern (N. H.,)* guaranteed Elmirs, Jefferson and Canandaigua,*	500,000	5	5	
guaranteed	500,000		5	
guaranteed Elmira and Williamsport, guar Elmira and Williamsport, preferred				
and marantaged	500,000 8,536,910		77	82
Erie, preferred	100,000			71
Hannibal and Mt. Joseph, Drulessesses	5,078,224	***		56
Harrisburg and Lancaster, "guar	1,182,550	8	7 4	****
Housatonic, preferred				****
	190,750 1,500,000	7	34	26
Joliet and Chicago, guar	300,000		8	****
Lackawanna and Bloomsburg, prei	500,000			****
Lunda and Warmington, guar	2,646,100	7	7	
Lattle Schuyikill, guar Louisville, Cincinnati and Lexington	2,040,100	7		****
preferred	848,700	9	9	874
Marietta and Cincinnati, 1st pref 2d pref	6,586,135	6	***	28
Manchester and Lawrence*	1,000,000		9	10
Michigan Bouthern, guaranteed	586,800	10	10	****
Will Creek and Mine Hill. guar	823,375 9,744,268	10	10	
Milwaukee and St. Paul, preferred Mine Hill and Schuylkill Haven,			***	761
gua inteed	3,775,000		8	
gus inteed	282,250 1,344,000	12	12 2	
	1,500,000		8	135
Niagara Bridge and Canandaigua,"				100
Waste Bestern (S. C.) preferred	1,000,000		8	
North Eastern (S. C.,) preferred Ogdensburg and L. Champlain, pref.	7 000 000	8	8	105
Ohio and Mississippi, pref	3,500,000	7	7	75
Paterson and Hudson, guar	630,000 248,000	8		1
Peoria and Bureau Valley, guar	1,200,000			****
Philadelphia and Erie,	5,996,700			
Philadelphia and Reading, pref	1,551,800 1,099,720	***	10 10	
Pittafield and North Adams, guar.	450,000	6	6	****
Ogdensburg and L. Unampani, preci- ohio and Mississippi, pref. Paterson and Hudson, "guar. Paterson and Ramapo, "guar. Peoria and Bureau Valley, "guar. Peoria and Bureau Valley, "guar. Philadelphia and Kreit, " Philadelphia and Trenton, "guar. Philadelphia and Trenton, "guar. Portl. & Kennebec (Yarmouth) guar. Portland, Sago & Portsmouth, "guar.	20:1,4.00	6	6	****
Portland, Sago & Portsmouth, guar. Portsmouth and Concord.	1,500,000 350,000	6	6	
Bichmond, Fredericksb. & Potomac,		1	7	****
guaranteed Rochester and Genesee Valley*	142,900		7	
			17	624
Rutland, preferred	2,040,000	7	7	45
Rutland, preterred. St. Louis, Alton and T. H., prat. Sanduaky and Cincinnati, pref Schuylkill Valley, guar Jhannokin Valley & Pottsville, guar. Tol. Peoria & Warsaw ist pref	445,500	6	6	48
Schuylkill Valley, guar	576,000 869,450	5	5	
Tol. Peoria & Warsaw 1st pref	1,700,000	.7		
" 2d pref	1,300,000	7		
Toledo, Wabash and Western, pref.	1,000,000 274,000	7	7	86
Toledo, Wabash and Western, pref- Troy and Greenbush, guar- Vermont and Canada, guar- Warren, guar- White Mountains, guar-	2,500,000	8	8	
Warren. guar	1,408,300	7	7	
White Mountains, guar	200,000		5 2	
A ukura a gestanas, bier	317,050		12	
CANAL STOCES:		1-	1.	
Delaware Division, guar	1,633,350	10	10	125
Morris, preferred Schuylkill Navigation, pref	2,888,997	6	6	
Union, preferred	** *****	6	1	
MINORLLANDOUS STOCKS:	10		1	1
Camberland Coal, pref		. 8		
			1 0	24

WHOLESALE PRICE CURRENT. IRON-Dutt: Bars, 1 to 14 cents per lb.; Raliroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb.; Pig, 87 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 36; Scrap Wrought, \$8 per ton-all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent, ad val

per cent. ad val.				
Pig, Scotch-Coltnessper ton 56	_	@	57	_
Gartsherrie55	-	@	56	-
Glengarnock55	-	@		_
Eglinton	50	@	52	50
Pig, American, No. 1	-	a	57	-
Pig. American. No. 2	-	@	54	-
Pig, American, Forge	-	@	49	-
Bar, Refined, English and American11	5-	@	120	-
Bar, Swedes, assorted sizes(gold).12	0-	@	130	_
—ST0	RE	PR	OR	8
Bar, Sweder, 1 x & 1 x to & sq. 1 to				
140		-		

1	5x to f & f to 2sq. 6 to 12 x f & 1 145 -	@155	-
-	Bar, Refined, 4 to 2 in. rd. & sq1 to 6 in.	G-100	
	x to 1 in	@ -	_
	Bar, Refined, 14 to 6 by 4 & 5-16 in 125 -	@ -	_
	Bar, Refined,1 & 11 by 1 & 5-16	@	_
•	Large Rounds, 21 to 21 to 31 to 4 in	@140	_
1	Scroll140 —	@170	-
	Ovals and Half-round140 -	@160	-
1	Band	@135	-
	Horse Shoe130 -	@140	-
V	Rods, 1@3-16 inch125 —		
	Ноор145 —		
	Nail Rodper lb		
	Sheet, Russia, as to assortment(gold) — 174		
1	Sheet, Single D. and T. Common 7		
	Sheet, Doubles and Trebles, Charcoal 7		
	Sheet, GalvanizedList. 15 p		
1	Rails, English(gold)per ton. 75 —		
	Rails, American, at Works in Pennac'y. 85 -		
	Anvils, (Eagle)per lb currency. — 9		
. 1	STEEL Drev : Bors and Ingots valued at 7	conta	TOO

New York Stock Exchange. Actual Sale Prices for the small

Actual Sale Prices for	or the s	veek en	ding .	lug. 28	3.
Canton Co	2. F.23.		M20	ru.27.	****
Central Pacific 6s	1064	1014	1071	107	1014
Chicago & Alton	****	****	****	****	
pref	****	1004	****		****
Inc. bds	****		****	****	****
Chicago, Burl. & Q	****	1274	****	****	****
Chic. & Northwestern . 73	734	738	781	741	754
1st M	****	****	****	****	****
Consol	****	****	****	****	****
Chic., Rock Isl. & Pac 110; Chi., R. I. & Pa. 7s, 1896 Clev., Col., C. and Ind 90	110	110	1104	1104	111
Clev.& Pittshnrg quar. 00	****	891	891	90	904
2 M	****	****	****	****	****
Clev. and Toledo	****	****	****	****	84
S. F. 78	****	****	34	349	****
Col., Chi., & Ind. C 34	337	337	34	348 924	35
Del. & Hudson Canal120	****	764 1191	1194	1191	119
Del. Lack. & Western	1031	103	103	103	104
1 M. 7s 2 M 7s	2224	70	****	****	****
Erie Railway 51	461	70 464	48	48	494
pref 724	72	****	71	****	103
2 M. 7s, 1879 3 M. 7s, 1883	****				****
4 M. 7s, 1880 954 6 M. 7s, 1888	954		****	****	95
Great Western 2d mort	****	****	••••	90	90
Hanmbal & St. Joseph pref 8s, conv	56	38	****	****	384
Hudson River	****	****	****	94	****
Hudson River		****	****	****	****
Illinois Central	****	****	••••	••••	133
Lake Shore & Mich.S'th. 89	89	898	898	904	904
Lake Shore Div. bonds Marietta & Cin. 1st pref 2d pref	****	****	****	****	974
Michigan Central117	****	1161	13 117	117	1164
M. S. and N. I, 1 M. S. F			****	****	
2 M	****	••••	••••		****
Mariposa Mining Co	54	****	24	****	****
Milw. and St. Paul	75‡	754	75	541 76	56±
1st mort	****	****	****	****	****
8s 94‡	****	96%		****	****
Missouri 6s	934		93#	****	931
Morris and Essex 92	92	934	****	92	92
1st mort102½ 2d mort	102	103	1024	****	****
New York Central 7s, S.F.1876.101	****	101	****	****	****
68, S.F. 1883 68, S.F. 1887	****		****	****	••••
N. Y. Cen. & Hud. Riv. 978 certificates	974	971	97%	98	99
N. York and Harlem	****	1154	115	••••	••••
pref	••••	****	••••	****	****
N. Carolina 6s, old		****	****	334	****
Ohio and Miss	42	421	431	434	444
Pacific Mail S. S. Co 788	784	781	731	748	75
Panama	1328	132	132	133	132
Pitte., Ft. W. & Chi. gtd	••••	****	****	96	
1 2 M	****	****			****
Quicksilver Mining Co	414	****	42	43	43
St. L. Alton & T. H		****	****		****
1 M	****		****		
1 Income ous. 52s	****	74	****	824	****
Tennessee 6s, old 734	78	74	74	78	748
Tol., Wab. & Western 75	78	748	74	741	748
pref	95 931	93	94	••••	****
Equipment	****	89	89	****	****
Union Pacific 354	351	351	35¥ 88	36± 88	364
I. Gt. 7s 80k	88	804	408	****	86
Virgiria 6s, old 50	868	86	80g 50	198	
new	****		****	****	514
def. cert 15	****	****	****	****	****

	. F.23.	Bat 24	.M.26.	Tu.27.	W.28
FEDERAL STOCKS:-	1 :	,			
U. S. 5s, 1874, reg	****		****	****	
U. S. 58, 1874, coup	****		****	****	
U. S. 5s, 10-40s, reg 1081		****			
U. S. 5s, 10-40s, coup	1124		1114	112	
U. S. 5s, 1881, reg					
U. S. 5s, 1881, coup		1124		****	
U. S. 6s, 1881, reg1151	****	****	****	****	114
U. S. 6s, 1881, coup1174	115	1167			116
U. S. 6s, 5-20s. reg. '62	****	****			****
U. S. 6s, 5-20s, c. 18621154	114		1144	1144	
U. S. 6s, 5-20s, reg. '64.115t					
U. S. 6s, 5-20s, c. 1864		1146	114		****
U. S. 6s, 5-20s, reg. '65			-		
U. S. 6s, 5-20s, c. 1865	****	****	1141	1148	***
U. S. 6s, 5-20s, r. n. '65	****	****			110
U. S. 68, 5-208, c. n '65.114	****	1151	1121	****	113
	****	115	113	****	113
U. S. 6s, 5-20s, reg. '67.114	****	****	****	****	****
U. S. 6s, 5-20s, c. 1867115	1148	****	1137	113	114
U. S. 6s, 5-20s, reg. '68	****	****	****	****	
U. S. 6s, 5-20s, c. '68	****	1144	****	1134	***
U. S. 6s, Pac.RR issue.113	113	****			112

Philadelphia St	ock	Excl	ang	e.	
Actual Sale Prices for					.
W.21.					
Catawissa preferred	****	****	****	45	****
Camden and Amboy		****	****	****	
6s, 1875	****				
6s, 1883	****	****	****	92	****
6s, 1889	****	****		92	
mort. 6s, '89 981			981		98
Elmira & Williamsport		****		****	
pref		****		****	
78	****	****	****	****	****
Lehigh Navigation 421	42	41#	41	41%	****
6s, 1884	008	001	****	****	****
Gold L	934	889	****	931	93
R. R. L	****	****	****	****	97
Lehigh Valley R. R 59	60	597	60	60	60
6s new coup	****	****	****	****	****
6s new reg			****	984	****
Little Schuylkill R.R				****	
78	****				****
Minehill	****		****	58	****
Morris Canal	****	****	****	****	
pref	****	****	****		
North Pennsylvania	****	****			
6s, 1880	****	****	100	****	
78	****	****	****	****	97
North 10s, 1887	***-	****	****	****	****
Northern Central 39 de Oil Creek & Alleg. Riv	36	****	****	****	****
78	80	****	****	****	••••
Pennsyivania R. R 581	583	584	588	581	584
1st M	101	****	••••		101
2d M		****		****	994
Gen. mort		****	****		
reg				961	
Penn. State, 6s,1st series102	****		1014		102
6s, 2d series	****	****		****	
6s, 3d series	****	109	108	****	****
Philadelphia City, 6s	984	98	2075	1015	****
Philad., Germ. & Nor	101	101	101	1018	101
Phila. & Reading 58	584	581	581	588	501
Philadelphia and Erie 26	27	201	908	274	58
68					****
78 904		****	901	904	****
Phila., Wilm. & Balt			****	****	
Schuylkill Navigation	****	****			****
pref	15	****	****	****	
вв, 1882	79	****	****		791
6s, 1876	****	****	****	****	
68, 1872	100	****	****	****	****
United Co. of N. Jersey	127	****	127	127	
Hestonville, (Horse) 18	** * *	****	****	****	****
Chestnut & Wal	****	****	****	****	****

62

Baltin	iore Sto	ck E	xch	nge.		
Actual Sale	Prices fo	r the u	reek en	ding A	lug. 2	7.
	W.21.	Th. 22	F.23.	Sat.24.	M.26.	Tu.2
Baltimore City 6s,	1875				100	
		991	99	99	****	
	984	201	99	99	994	***
	*********		****	****		
Balt and Ohio		****		****		
	1875	****	****	****	****	***
•• ••	1885, 96	961	961		961	***
Marietta & Cin. 1st	M. 99	99		99		99
	91	91#		****	91	***
Northern Central.	н	391	****	834	83	••
	1885	2008		****	****	***
	1900		91			
Pittsb. & Connells		96	95		****	
N. W. Va. 1st mor	t	****	****	****	****	***
	t			****	****	***
Virginia 6s, Consol		****	514	51	514	
Olty Passanger R		****	****	****	****	15

Boston Stock Exchange.

10 40 40 40 40 40 40 40 40 40 40 40 40 40	150 137 40½	150 137‡ 82½ 136½ 1084 133‡ 116½
101 404 102 1034 1084 1084 1084 1084 1084 1084 1084 108	137	137 ₁
38 101 401 27 361 1081 341 161	40½	137 ₁ 82½ 136½ 108¼ 133½ 116½ 76¼
101 404 27 361 1081 341 161	40½	82½ 136½ 108¼ 133½ 116½ 76‡
101 404 27 361 1081 341 162	401	82½ 136½ 108¼ 133¼ 116½ 76¾
101 404 27 361 1081 341 161	40½	82½ 136½ 108¼ 133½ 116½ 76‡
27 36½ 108½ 34½ 16½	114	82½ 136½ 108¼ 133½ 116½ 76‡
27 36½ 108½ 34½ 16½ 77 76½	114	1361 1081 1331 1164 761
36½ 108½ 34½	114	1361 1081 1331 1161 761
36½ 108½ 34½ 16½ 77 76½	114	1361 1081 1331 1161 761
108‡ 34‡ 16½ 17 76½	114	108i 133i 116i 76i
34\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	114	133 116 76
16½ 17 76½	114	761
16½ 76½	114	761
761	114	76
761	114	761
	114	
	114	
114		114
	****	56
131	****	

91 90	****	****
	****	87

664 664	****	66
	****	****

	114	****

111 111		
114 114		****
111 111	108	****
	111 111 111 111	66½ 66½ 11½ 11½ 11½ 11½

London Stock Exchange.	
-Closing	Prices.
Aug. 9.	Aug. 16.
Atlantic & Gt. W. 1st mort., \$1,000 66 - 68	65 - 70
Do. 2d mort., \$1,000 57 - 59	56 - 59
Do. Con.mort. B'nds Bisch.'s Cert. 33 - 35	31 - 33
Do. Reorg. Scrip 94 - 99	94 99
Do. Leas. Lines, Rental Bonds 82 - 84	82 - 84
Detroit & Milwaukee 1st mort. Bonds 73 - 76	73 - 76
Do. 2d do. 73 - 76	73 - 76
Erie shares 100 dol. all paid 371 - 371	844- 351
Do. Ticket of Protec.Com. attached	
Do. 6 per cent Convertible Bonds 941- 95	944- 954
Do. European Agency Certificates	
Illinois Central \$100 shares all paid103 -105	105 -107
Do. Redemption mort. bonds 6 p.c.102 -104	102 -104
Illinois & St. Louis Bridge 1st mort. 95 — 97	96 — 98
Marietta and Cincinnati Rail. Bonds. 82 — 85	82 — 85
Michigan Central 8s 1882, conv 90 —100	90 -100
Panama 2d mort	= -=
Panama General mort 90 — 92	92 - 94
Pennsylvania, 2d mort 99 -101	99 -101
Do. General mort 95 — 96	95 - 96
Do. \$50 shares	47 - 49
Philadelphia and Eric 1st mort 96 — 98	97 — 99
Do. with option to be paid in Phila. 96 — 98	97 — 99

American Railroad Journal.

Saturday, August 31, 1872.

Stock Exchange and Money Market.

Money has been in fairly active demand for speculative use, but has been offered with comparative freedom, at 4@6 per cent, generally 5 per cent, on call. The enlarged speculative dealings at the Stock Exchange served to increase the need of aid. All responsible borrowers, however, have had their wants readily provided for at the ruling figures. The Gold speculation has been less spirited, and has called for less pecuniary help. The mercaptile business has been on a more extensive scale, in connection with the Fall revival of activity in the wholesale, as well as retail trade, and commercial paper, of strictly choice to good grades, has been rated at from 6 281/2 per cent. per annum, on rather freer offerings. The city banks, last week, were again losers, in their lead. ing items of averages, especially so in that of deposits, while reporting a slight increase in their circulation. The U.S. Sub-Treasury added a fair amount to its coin balances chiefly through the free receipts from customs which amounted at this port alone, for the week to \$3,336,537. The office also enlarged its currency reserves handsomely.

to its coin balance about % ths, of a million and to its currency about two millions. The office received during the week \$4,686,126 currency, and \$4,246,002 of gold, the latter including \$8,492,000 from customs; and disbursed \$2.693.650 of currency and \$3,554,440 of gold, the latter embracing \$284,000 of coin interest. The city banks reduced their loan and discount average about 3% millions during the week, and enlarged their outstanding circulation slightly. The U.S. Sub-Treasury held a currency balance on Wednesday morning of \$9,-549,836, and a coin reserve of \$49,338,763.

The city banks, in their latest return, show a reduction of \$1,664,400 of legal tender notes \$2.192,100 of specie, and of \$9.308,300 of deposits, also a contraction of \$3,374,200 in their loan and discount averages, and an increase of \$81,100 in their item of circulation. The city bank exchanges, last week, averaged 901/4, and thus far, this week, about 973% millions daily. The banks now hold \$5,620,950 of specie and legal tender notes more than the 25 per cent, of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$18,207,200, against \$10,-722,050 same time last year. The city bank deposits are now \$226,449,300 against \$248,709,800. week ending Aug. 26, 1871. The legal tender reserve amounts to \$50,869,000, against \$69,489,500 same time last year. The circulation now stands at \$27,371,700 against \$30,198,820 same time last year. The loans are now \$292,428,600 against \$305,047,680 at this date last year.

The coin reserve of the city banks is now about 1834 millions as against about 2916 millions on the 20th of July; the legal tender reserve is about 50% millions against about 55% millions on the statement of June 15th.

Government revenues have been yielding quite liberally in the customs form, and moderately in that of excises, since our last The excises yielded within the week about 13/4 millions, and thus far in the current fiscal year beginning with July 1, 1872, \$23,213,477. The customs at the port of New York last week were \$3,366,537; at the outports, equal to about \$1,100,000 all in coin, or coin certificates.

The Gold speculation has been decidedly less confident, and the price has been depressed materially by much more liberal offerings of coin for prompt delivery. The demand from other than speculative sources has been comparatively moderate at the ruling figures. The later dealings showed rather more firmness

The range of the price during the week has been from 1125/8@1141/8 and the closing quotation on Wednesday was 1131/4 against 114 the preceding Wednesday. The specie outflow last week, was only \$354,190. The Gold Exchange Bank clearances have averaged about 76 millions per day during the week.

The specie export from this port on Wednesday of the current week were only \$170,000.

The customs demand for Gold last week, averaged \$582,000 a day; thus far, this week, it has averaged \$784,500 a day, or equal to a weekly aggregate of \$4,707,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$49,368, and since Jan. 1, 1872. The U.S. Sub-Treasury office last week added \$2,868,628 against \$7,561,168 same time in 1871.

The total customs revenue of the Government, in latest dates, 65,250 bales against 123,200 bales 49; Kentucky 6s, 100; Brooklyn 6s, W. L., 94%, coin, at this port, since January 1, has been \$99,-972.277 against \$104,011,797 during the same time ip 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$56,574,029, against \$61,522,870 during the same time in 1871.

The export drain of specie was \$354,190 last week, against \$431,478 same week preceding year. The shipments since January 1, 1872, have been \$56,174,681 against \$35,309,334 during the same portion of 1871.

Foreign Exchange has been in fair supply and generally quoted weak in price, on a restricted business. Bankers' sixty day bills on London on London, 1095/8@1097/a.

The week's exports hence of domestic produce have been to the currency value of \$4,695,445.

Government securities has been quoted lower, influenced by the decline in Gold, but have not been offered with freedom at the reduced figures, and have been moderately sought after, mostly by investment purchasers.

On Wednesday, Government bought in a million of Five-Twenties at 112 24@112 95 out of an aggregate offering of \$4,584,300.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 1161/4@ 1161/4; U. S. Five-Twenties of 1862, 1143/8/201145/8; U. S. Five-Twenties of 1864 at 1143/8@1145/8; U. S. Five-Twenties of 1865, 1147, @115; U. S. Five-Twenties of 1865 consolidated, 1133/8@1131/2; U. 8. Five Twenties of 1867, 114@1141/R; U. S. Five-Twenties of 1868, 1137/8@1141/6; U. S. Ten-forties at 1121/201121/4; U. S. Fives of 1881 (Funding 1113/0112; Six per cent. currency bonds, 1123/@1127/8.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 14.	Aug. 21.	Aug. 28.
Consols	92%	-93	923/4
U. B. 5-20's of 1862	921/4	923/4	921%
U. S. 5-20s, 1865	98	931/8	931/8
1867		925%	921/2
# 10-40s	9018	*881/4	88
New Fives of 1881	90	9014	$89\frac{3}{4}$ $40\frac{1}{3}$
Erie	361/2	391/2	401/3
*Less September cou	pon.		

State bonds have been in slack demand at generally less firm prices.

Railway and Miscellaneous share property has been more active, the speculative inquiry having been more animated, and towards the close, prices showed more firmness and buoyancy.

Railway Mortgage Loans have been moderately inquired for on investment account, at the ruling prices. Central Pacific Sixes have been in demand at 1011/2@102. Chesapeake and Ohio have been selling at 94 per cent. and accrued interest.

General business has been moderately active, in the line of domestic produce, with prices of Plour, Wheat, Corn, Oats, Pork, Lard, Bacon, Cheese, Petroleum and Rosin, quoted firmer. Middling upland cotton closed steadily on Wednesday at 22 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2.679,332 bales,

same date 1871.

At the Live Stock Markets, Beeves have been in more demand at $10@13\frac{1}{2}$ cts.; Veals at $6@9\frac{1}{2}$ cts.; Sheep at 41/2@63/4 cts.; Lambs, 7@10 cts.; Swine, at 51/4@51/2 cts. per lb., all live weight. The week's receipt. were 9,653 Beeves, 2,650 Veal Calves, 19,019 Sheep and Lambs, and 34,038

There has been less inquiry for Metals since our last. Ingot Copper has been quiet since our last, at about previous prices; 150,000 lbs, sold at 33%c.@33%c. per lb. Stotch Pig-iron has been in moderate demand at firm rates, with Eglinton quoted at \$51 50@\$52. Glengarnock at \$54@\$52, and Gartsherrie at \$55 50@56, with sales reported of 350 tons Glengarnock, 100 tons Eglinton, and closed on Wednesday at 1083/4@109; sight bills 100 tons Gartsherrie on private terms. No. 1 American Pig has been offered sparingly, and quoted up to \$56@\$57, with No. 2. at \$53@\$55, on, however, a tame market; 250 tons Franklin sold on privrte terms. Iron Rails have been quiet but steady. Lead Spelter and Morselman Zinc dull at old figures; 10 casks of the latter sold on private terms. Pig Tin in slack demand and quoted weak at 84c@341/4c., gold, for Straits and English; 250 slabs Straits sold on private terms. Tin Plates have been quoted less firm, on a restricted business; sales, 500 boxes assorted Charcoal Plates at \$13 371, gold, and 250 boxes Charcoal Terne at \$11 75, gold. Of Regulus Antimony, 10 casks sold at 15% c., gold.

> Foreign goods have been in fair request, and seasonable stocks has been generally quoted firm as to prices. The week's imports of foreign goods reached the amount of \$9,162,526 including \$4,-140,711 of dry goods.

> Ocean freights have been moderately active and rates have been again quoted stronger. Room suitable for the Grain, Petroleum, Provisions, To bacco, and Stave Trade, has been offered less

> At the auction sale of Scranton Coal on Wednesday, 100,000 tons were sold at a further reduction, in prices, the range having been from \$3 15 @3 80, against \$3 22@3 95 per ton in July.

> The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

New York .- Ohio and Miss. 2d mort., 873/8; do. consols, 961/2; Boston, Hartford and Erie R. R., 71/8; do. 1st mort., 403/4; Cedar Falls and Minnesota 1st mort., 811/2; Central of New Jersey 1st mort. 1031/4; do. 2d mort., 991/4; Milwaukee and St. Paul 7s, Iowa div., 88; do. 7s, gold, 963/8; Toledo, Wabash and Western consols, 891/2; Gt. Western 1st mort. 1888, 931/4; Clev., Col., Cin. and Ind. 1st mort., 1021/2; North Missouri 1st mort., 92; Lake Shore and Michigan Southern consols, reg., 1001/4; Cleveland and Pittsburgh consols, 96; Buffalo and Erie, 7s, new, 9634; Clev., Paines, and Ash. 75, new, 971/8; Long Dock Conway R. R., 100; Norwich and Worcester R. 42; Western Union Tel., 7338; Quicksilver pref., 53; Am. Mer. Union Exp., 721/2; U. S. Exp., 82; Adams Express, 951/4; Consol. Coal of Md., 42; against 3,966,622 bales same time in the preceding Apl. and Oct., 251/4; New York State 7s, B. L., cy, 101; Chicago 7s, 991/4; Cincinnati 7 3-10s, year; exports 1,950,058 bales against 3,159,643 reg., 109; Texas 10s, 1876, 871/4; Arkansas 7s, 1889, 104; do. 7s, 1891, 1033/2; Lowell 6s, 1890, bales in the previous year; stock at the ports at issued to Central R. R., 69; do. 6s, Fund Act, 971/2; Lynn 6s, 1887, 973/4; Allouez Mining Co.,

Philadelphia.-Pittsburg, Cincinnati and St. Louis R. R. 7s, 811/2; Huntingdon and Broad Top Mt. consols, 473/4; Philadelphia and Reading Gen'l mort. 7s, coupon, 10234; do. reg., 1031/4; do. deben bonds, 82; Sunbury and Lewistown 7s, 95; Belvidere Delaware 1st mort., 92; Wilmington and Reading 7s, 104; West Jersey 1st mort., 971/4; Camden and Atlantic R. R., 323/8; do. 1st mort., 101; Supbury and Erie 1st mort., 101; West Chester and Philadelphia R. R. 7s, 1021/2; Warren and Franklin 7s, 851/2; Nesquehoning R. R. 571/2. The latest quotations are: City 6s, 981/8@99; do. free of tax, 1011/2@1015/8; Pennsylvania State 6s, 1st series, 101@1013/4; do. 2d series, 105@106; do. 3d series, 108@109; Philadelphia and Reading, 583/8 @583/8; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 941/2@95; United New Jersey R. R. and Canal Co., 1263/4@127; Camden and Amboy mort. 6s, 1889, 98@981/4; do. 1883, 911/2@92; do. 1889, 92@92; Pennsylvania R. R., 583/8@581/2; do. 1st mort., 1001/201011/2; do. 2d mort., 99@991/2; do. General mort. coupon, 931/2@933/4; do. reg., 96%@97; Little Schuylkill R. R., 48249; Morris Canal, 47@50; do. pref., 124@125; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 76@ 80; Schuylkill Nav., 7@8; do. pref., 141/2@15; do. 6s, 1882, 791/2@80; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 93@95; do. 5s, 60@ 61; Lehigh Coal and Navigation, 411/20413/4; do. 6s, 1884, 891/2@90; do. R. R. Loan, 96@97; do. Gold Loan, 93@931/2; North Pennsylvania, 491/2@50; do. 6s, 100@1001/8; do., 7s, 961/2@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@281/4; do. 6s, 91@911/2; Minehill, 521/2@ 53; Catawissa, 14@18; do. pref., 443/20451/2; Lehigh Valley, 59% 260; do. 6s, new coupon, 97@981/2; do. reg., 98@99; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50 251; Second and Third, 60@62; Thirteenth and Fifteenth, 20@ 201/2; Spruce and Pine, 32@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 17@19; Union, @-73; Germantown, 35@

Boston.-Vermont Central 1st mort., 7s, 781/2; 2d mort.,28; do. 8s, 1891, guar., 981/6; Burlington and Missouri River R. R. Land Grant 7s, 961/2; do., 8s, in Nebraska, 100; Eastern R. R. 6s, 1874, 981/8; Grand River Valley R. R. 2d mort. 8s, 1879, 102; Boston and Albany 7s, 1892, 107; Old Colony and Newport 7s, 1877, 1023/4; Atchison. Topeka and Santa Fe R. R. 7s, 821/2; do. L. G. 7s, 825 ; Cheshire R. R. 6s, 1877, 951/2; Stanstead, Shefford and Chambly 7s, 78; Ogdensburg and Lake Champlain R. R. 8s, 1003/8; Chicago, Dubuque and Minnesota 8s, 1896, 86%; Vermont and Massachusetts 7s, 1879, 1001/4; Rutland pref., 621/2; do. scrip, 83; Summit Branch, 431/2; Cincinnati, Sandusky and Cleveland R. R., 213/8; do. 7s, 1890, 837; Portsmouth, Gt. Falls and bonds, 95; Missouri, Kansas and Texas R. R., R., 126; Worcester and Nashua R. R. 133; Boston Water Power 52; Cary Imp., 111/8; Waverly Land, 8; Massachusetts 6s, 1873, gold, 1091/4; Vermont 6s, 1878, 100; Maine 6s, 1889, 100; South Carolina 6s, new, Jan. and July, 25; do. Boston 5s, 1880, gold, ind., 981/4; do. 6s, curren9½; Calumet and Hecla, 157; International silver, 3; Phœnix 20; Ridge, 11¾; Rockland, 2¾; Star, 85c.; Shuniah Silver, 6¾.

Baltimore.-Virginia and Tennessee 8s, 90 Northern Central 6s, 1900, gold, 94; Orange, Alex. and Manassas 7s, 8114; Central Ohio R. R., 341/4; do. 1st mort., 88; Maryland Defense Loan, 1031/2; Virginia consols, reg., 451/2. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 951/4@953/4; Baltimore and Ohio, -@166; do., 6s, 1875, 971/2@981/2; do., 1880, 96 @97½; do., 1885, 96½@96¾; Parkersburg Branch, 10@15; Northern Central 39¼@39½; do. 6s, 1885, 94@961/2; do., 1900, 90@91; do., 6s, 1900, gold, 937/8 294; N. W. Va. 1st mort., 99@100; do., 2d mort., 99@100; do., 3d mort., 1885, 91@911/2; Marietta and Cincinnati 1st mort. 7s, 1892, 99@991/4; do., 2d mort., 7s, 91@92; do., 3d mort., 8s, 8338@831/2; Central Ohio, 341/4 @36; do., pref., 35@40; do. 1st mort., 873/4@88; Western Md. 1st mort. 6s, 1890, 91@-; do. 1st mort. guar., 94@971/2; do., 2d mort. guar., 94@-; do., 3d mort., guar., 94@961/2; do. 2d mort pref., 81@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 791/4@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 87@87; Orange, Alex. and Manassas 7s, 81@811/6; Virginia and Tennessee 1st 6s, mort., 94@971/4; do., 6s, 2d mort., 791/4@80; do. 8s, 3d mort., 90@ 90½; Baltimore 6s, 1875, 99½@100; do., 1884, 981/4@981/2; do. 1886, 98@981/2; do., 1890, 99 @991/4; do., 1893, exempt, 1021/2@1021/2; do., 1900, exempt, 983/8@99; do. 1902, 98@99; Memphis City 6s, 541/2@553/4; Maryland 6s, 1890, 97 @-; do. Defense Loan, 1883, 1031/8@104; City Passenger R. R., 23@231/4; George's Creek Coal, 921/4@98; Atlantic Coal, 1.50@1.95.

The estimated earnings of the Erie Railway for the week ending Aug. 24, 1872, were \$381, 070; against \$483,404 for the corresponding period of 1871—a decrease of \$17,226. Total earnings since April 1, 1872, \$7,442,533—an increase over the same time in 1871 of \$145,482.

The Atlanta Constitution reports that the Atlanta and Richmond Air-Line Railway Company have secured the right of way for their line of road through that city to a connection with the Macon and Western and Atlanta and West Point Railroads.

The Railway in Turkey, from Constantinople to Adrianople, has been opened to the public for a distance of forty five miles from the former city. The rest of the line is in course of construction.

There are now seven gangs of men at work on the Montpelier and Wells River Railroad, between Groton and Wells River, Vt., and the entire line will be in running order by the first of November.

The Logansport, Crawfordsville and Southwestern Railway has been completed to Clemer station, just below Logansport.

Work will soon be commenced on the extension of the Sheboygan and Fond du Lac Railroad west of Princeton.

George C. Satterlee.

Mr. George C. Satterlee, well known as the President of the Washington Fire Insurance Company, died on the 7th inst., at the age of seventywhile making a summer trip Desert. He was one of the old and honorable school of New York merchants, and had been prominent in the insurance business since the great fire of 1835, when he was one of the directors of the old Mutual Fire Insurance Company, out of which grew the Knickerbocker. He becam president of the Washington Company in 1850. and held that position to the satisfaction of the stockholders and the publ'c until the dissolution of the company after the Chicago fire. He immediately set to work to organize the new Washington, his experience and assured integrity being a guaranty of its success from the start. His death will be deeply felt in the business community as well as in the private circle, where he was highly esteemed .- Evening Mail.

Milwaukee and Fund du Lac R. R.

The St. Paul Press says that a large number of men left that city on the 19th inst., for an overland journey to the line of the Milwaukee and Fond du Lac Air Line Railroad, for the building of which the DeGraffs have taken the contract. Last week a force of men began the grading of the Milwaukee end, and other forces will be immediately put to work at Fond du Lac and at various places along the line—twenty-five hundred if necessary. This road is about sixty-four miles long, a portion of the line requiring very heavy grading. The energetic contractors say that they will have everything in readiness for the cars by the 1st of December.

An independent company is now making survey for a narrow-gauge three feet railroad between Newport and the mouth of the Big Sandy, with a view of penetrating the coal regions. They propose now to survey about forty miles, but will ultimately extend the road to the point above named. It is ascertained that by the narrow gauge a train 1,300 feet long can make a curve within the radius of one chain, and, therefore, can better adapt itself to the surface of the country than the wide gauge, and consequently it can be built at about half the cost. Dr. John Locke, of Cincinnati, is one of the engineers engaged in the survey above mentioned.

The survey of the railway along the Nile is completed, The line is about six hundred miles in length; commences at Wady Kallah, near the second cataract, and terminates at Chartum, where the Blue and White Nile unite their waters above the sixth cataract. For nearly three-fourths of its length the line will be on the edge of the valley, about three fourths of a mile from the river, and above the level of the periodical inundations.

The Patterson and Newark branch of the Erie Railway has been connected with the main road at the tunnel. A large portion of the through traffic of the road, it is understood, is to be transferred to this branch.

The Newark (Ohio) American, of 9th inst., says that the contract has been let for the grading of the Atlantic and Erie road through Hartford township.

The Wallkill Valley Railway has been completed to Scott's Woods, near the southern limits of Kingston.

THE

St. Joseph & Denver City RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupons or Registered.

Price 97½ and accrued interest in currency, from August 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO. BANKERS, 10. 11 WALL STREET.

The Philadelphia Ledger of 26th inst., reports the net anthracite coal tonnage for the week ending on the 17th inst., from all sources, at 404,-939 tons, and for the year 12,011,340 tons, against 7,814,160 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,-197,186 tons. The production of bituminous coal for the week was 56,136 tons, and for the year 1,554,512 tons, against 1,369,030 tons to the corresponding time last year—an increase of 185,482 tons. The total production of all kinds of coal for the week was 461,075 tons, and for the year 13,615,855 tons, against 9,183,190 tons to corresponding time last year, showing an increase of 4,-432,668 tons.

P. Haberman Treasurer, and H. Stamm Secretary of the Mt. Oliver Incline Railway Co.

Journal of Railroad Law.

COMMON CARRIERS-LIABILITY FOR BAGGAGE, IF STOLEN, TO OWNER.

The facts in the late case of The Toledo, Wabash and Western Railway Company vs. Hammond, (33 Ind., 379) are fully and clearly stated in the following opinion by—

GREGORY, J.—Hammond sued the railway company as a common carrier, for a trunk and the contents thereof, shipped at Toledo, Ohio, for Peru, Indiana. There was filed with the complaint a bill of particulars of the contents of the trunk. The defendant moved to strike out certain specified items therein for the alleged reason that they were not proper articles of baggage. The court overruled the motion, and this is complained of as erroneous. It is enough to say, that there is no allegation in the complaint that the trunk and its conte so were delivered to the appellant as baggage.

The next point made is, that the court improperly overruled the appellant's motion for a venire de novo.

The court was asked to instruct the jury to find a special verdict. The court on its own motion, sent to the jury interrogatories, covering the entire issues in the case. The jury answered these interrogatories. It is claimed that this is not a compliance with the provisions of the code.

Section 385 and 836 of the code are as follows:

"The verdict of a jury is either general or
special. A general verdict is that by which they
pronounce generally upon all or any of the issues,
either in favor of the plaintiff or defendant. A
special verdict is that by which the jury find the
facts only, leaving judgment thereon to the court."

"In all actions the jury, unless otherwise directed by the court, may, in their discretion, render a general or special verdict, but the court shall at the request of either party direct them to give a special verdict in writing upon all or any of the issues; and in all cases, when required by either party, shall instruct them, if they render a general verdict, to find specially upon particular questions of fact to be stated in writing. This special finding is to be recorded with the verdict."

The only substantial difference between a "special verdict" and a "special finding" under the provisions of the code, is this, the "special verdict" must cover the issues, or some or more of them; the "special finding" may embrace only a particular question pertinent to, but not covering, any of the issues, although it may be controlling. Any finding of a jury that covers an issue is a verdict. This is in barmony with the previous rulings of this court.

In Paine vs. The Lake Erie and Louisville R. R. Co., 31 Ind., 283, the court below, of its own motion, required the jury, unconditionally, to answer certain interrogatories, which they answered without returning a general verdict. It was held by this court, that the answers could stand as a special verdict.

It is not necessary to a special verdict that it be in any particular form; all that is required is, that the facts found covering the issue, should be stated, leaving the conclusion of law thereon to the court.

In the case at bar, the court below committed no error in overruling the appellant's motion for a penire de novo.

There was a conflict in the evidence as to whether the trunk was to be carried by the appellant to Peru or to Lafayette. The appellant asked the court below to instruct the jury, that " if the company is not liable in this case as a common carrier; that is, if the goods were not lost in transit between Lafayette and Toledo, the plaintiff cannot recover, and your verdict should be for the defendant." The court refused to give this instruction. The court had charged the jury, that "in this case the suit is against the railway company as a common carrier, and if you find that the company carried the goods safely to their destination, and in the absence of the plaintiff, securely stored them in her depot baggage-room, then the liability of the company as a common carrier ceased, and Hammond cannot recover for the negligence of the company in keeping the baggage as warehouseman."

The jury found, as they well might, under the evidence, that the trunk was, under the contract of shipment to be delivered to the appellee at Peru. If in violation of this contract the appellant took it to Lafayette, and there stored it in her depot baggage-room, her liability of common carrier was not thereby terminated. The court was right in refusing to give the instruction asked.

At the instance of the appellee, the court instructed the jury, that, "If the plaintiff employed the defendant as a common carrier for hire to transport his baggage from the City of Toledo, Ohio, to Peru, Indiana, the defendant was bound to deliver the baggage at Peru, Indiana, and if the defendant did not do so, but carried the baggage past Peru to Latayette, Indiana, and the baggage was stolen from the defendant at Lafay ette, whereby it was lost to the plaintiff, the defendant is liable to the plaintiff for whatever damage he may have sustained by reason of the defendant's failure to deliver the baggage at Peru, Indiana.

It is claimed that this is the counterpart of the instructions refused; that if one was refused, the other ought to have been. This latter instructions goes upon the hypothesis that it turns out in evidence that the defendant was employed as a common carrier for hire to transport the baggage to Peru. This instruction was right. It does not ignore the evidence tending to prove that the trunk was shipped to Lafayette and not to Peru.

It is urged that the court erred in permitting the appellee to testify as to the value of the opera glass mentioned in the bill of particulars.

It is argued that the opera glass was not properly baggage, and therefore the common carrier, without knowledge of the fact that it was in the trunk, would not be liable for the loss thereof.

It is true, that it is well settled, that merchandise which one carries in a trunk without the knowledge of the carrier is not protected as baggage, and if lost without the express fault of the carrier, he is not liable.

But baggage is defined to be "such articles of apparel, ornament, &c., as are in daily use by travelers, for convenience, comfort, or recreation." 1 Bouvier's Law Dic., 180.

In Doyle vs. Kiser 6 Ind., 242, the learned judge speaking for the court says, "The articles of property treated as baggage, according to the decisions of different courts, may be clothing, travel-

ing expense money, a few books for the amusement of reading, a watch, a lady's jewelry for dressing, &c."

It is said in Bouvier, supra "From analogy to the foregoing articles, it will be obvious that the term baggage must comprehend an almost infinite number and variety of articles not enumerated here."

An opera glass is as useful to the traveler as a "few books of amusement," or more so.

That the trip from Toledo to Peru was made in the night can make no difference. Articles for use as baggage at the end of the journey or during a temporary stay at a particular place are as properly baggage as those actually used in the transit. We think the court below committed no error in allowing the evidence to go to the jury.

It is insisted that the evidence does not support the verdict. It is admitted that there is a conflict in it, but it is claimed that the preponderance is so strongly in favor of the appellant that the court erred in overruling the motion for a new trial. We do not think so. Hammond, the appellee, swears positively that he shipped the trunk at Toledo for Peru. He was going there himself. Unlike the baggage-master, his attention was not divided between that and a large number of other trunks. Moreover it would be perfectly natural that Hammond should have his mind fixed on Peru, the place of his destination; but the baggage-master would only have his mind called to the place by a single statement from the shipper. The chances are two to one that Hammond was right, and the other witnesses were wrong. But be this as it may, we cannot, under the rule of law on the subject, interfere with the finding of the jury, sanctioned as it is by the action of the court in which the case was tried.

Judgment affirmed, with costs.

The South Side Railroad, from Saw Mill Run, Allegheny county to Georgetown, in Beaver county, says the Beaver Argus, is receiving subscriptions to its stock from residents along the route through which it is located, very liberally. The road will be upwards of forty miles in length, and will afford facilities of transport to market to the products of a rich agricultural and mineral section hitherto, to a great extent, deprived of them. Saw Mill Run is just across the Ohio river from Allegheny City, below Pittsburgh.

The Bedford and Bridgeport Railroad, extending from Mount Dallas, the terminus of the Huntingdon and Broad Top Mt. Railroad, to Bridgeport, on the Pittsburg and Connellsville Railroad, has been leased by the Pennsylvania Railroad Company, and will be known as the Bedford Division. Mr. W. H. Brown has been appointed Superintendent of the road.

Allen Haines has been re-elected President, John Neal Treasurer, and Moses Gould Clerk of the Portland, Rutland, Oswego and Chicago Railroad Company.

The Connecticut Valley Railroad is to be extended up to the line of Connecticut and Massachusetts on the Springfield side of the river.

Kansas City has subscribed \$150,000 to the Kansas City, Wyandotte and Northwestern Railroad.

The work on this road is progressing in the most satisfactory manner. About two-thirds of the grading between New London and Plover is already completed and the condon and Plover is already completed and the remainder of the work will be vigorously prosecuted. It is expected that Mr. Harley's contract through Little Wolf will be completed this week, and also Mumbrue, Baldwin & Co.'s job in St. Lawrence. George Hiles' contract from Grand Rapids to Dexterville, 15 miles, will be done within two or three weeks A contract for grading from Plover to Grand Rapids, 14 miles, has been let to Messrs. Mumbrue & Dayton, who will soon commence work and are to have it finished by October 1st. The piers for the bridge across the Wisconsin are now nearly finished .- Green Bay Advocate.

At a meeting of the stockholders of the Jacksonville, Northwestern and Southwestern Railroad Company, held in Jacksonville on the 13th inst., the following gentlemen were elected Directors for the ensuing year: M. P. Ayers, W. S. Hook, and A. E. Ayers, Jacksonville; J. E. Salter, Waverly; Wm. A. Gibson, New York; and Wm. Elliott and J. H. Dunn, Philadelphia. Subsequently the Board of Directors met and elected M. P. Ayers, of Jacksonville, President; Wm. A. Gibson, of New York, Vice President; W. S. Hook of Jacksonville, Secretary and Treasurer; and Gibson, Casanova & Co., of New York, Financial Agents of the company.

The Cadiz (Ohio) Republican says: "It is reported that Streator, President of the Lake Shore and Tuscarawas Valley Railroad, has purchased the Eastern Ohio Railroad-the "Calico" road, as it has been called. If this be true it indicates clearly enough the direction the Lake Shore and Tuscarawas Valley road will take, after its completion to Uhrichsville."

Work on the St. Vincent extension of the St. Paul and Pacific Railroad is progressing most satisfactorily. About one hundred miles of track are now laid, and the grading is kept well in advance of the iron.

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THE EASTON IRON MANUFACTURING Company will sell at Public Sale, at the Circle, in the borough of Easton, Northampton Coun

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located in the borough of Glendon, Northampton Co., Pa., containing about 15 acres of Land. Furnace erected thereon is a sheet iron casing stack, 141 feet bosh by 70 feet high, with bell and hopper, J. P. Merris & Co.'s low pressure condensing engine, 8 boilers, 2 Kents' hot blast ovens, casting house, engine house, steam hoist, 11 tenement houses, 2 stables and a blacksmith shop. The furnace buildings are built of brick and stone, and put up in the best of manner, with all the modern improvements. The works have been built about one year, and are now in blast. Its production of iron is as great as any other blast furnace in the Valley for its size. Canal and Railroad in close connection. Hematite Ores are very plenty, and there is sufficient for several more furnaces. No better location can be found; iron can be manufactured and conveyed to market as cheap, if not cheaper, than any other place in the Lehigh Valley. Leases and all other advantages belonging thereto sold together with the property, which will appear in the conditions of sale. The Furnace will be sold in blast, if nothing prevents. Terms and conditions made known on the day of sale. Sale positive and without reserve. parties wishing to view said property will please call on the premises.

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Notice to Contractors

OFFICE KENTUCKY AND TENNESSEE R. R. ? Mobile, Ala., August 13, 1872.

THE KENTUCKY AND TENNESSEE RAIL-T road Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road ruos up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

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The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jef-ferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

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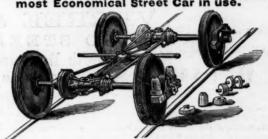
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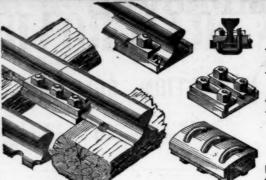
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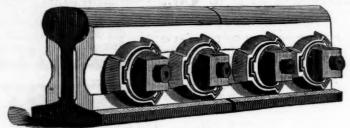
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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